



DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

May 29, 2007

IN REPLY PLEASE

REFER TO FILE: **PJ-2**

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**OLIVE VIEW-UCLA MEDICAL CENTER
EMERGENCY ROOM REPLACEMENT AND
TUBERCULOSIS UNIT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
APPROVE PREQUALIFIED CONTRACTOR
SPECS. 6678; C.P. 69249
SUPERVISORIAL DISTRICT 5
3 VOTES**

**JOINT RECOMMENDATION WITH THE CHIEF ADMINISTRATIVE OFFICER AND
THE DIRECTOR OF HEALTH SERVICES THAT YOUR BOARD:**

1. Consider the enclosed Mitigated Negative Declaration for the Olive View-UCLA Medical Center Emergency Room Replacement and Tuberculosis Unit project (Enclosure D) together with any comments received during the public review process, find on the basis of the whole record before your Board that there is no substantial evidence that the project will have a significant effect on the environment, find that the Mitigated Negative Declaration reflects the independent judgment and analysis of your Board, and adopt the Mitigated Negative Declaration.
2. Adopt the Mitigation Monitoring and Reporting Program included in the Mitigated Negative Declaration to ensure compliance with mitigation measures for the project.

3. Approve the Emergency Room Replacement and Tuberculosis Unit project, and authorize the Director of Public Works to proceed with execution of the project using measures required in the Mitigated Negative Declaration.
4. Approve the recommended prequalified general contractor for the Olive View-UCLA Medical Center Emergency Room Replacement and Tuberculosis Unit project, and find that the other contractor is not qualified (Enclosure C).

PURPOSE/JUSTIFICATION OF THE RECOMMENDED ACTIONS

Approval of the recommended actions will allow the County to fulfill State environmental compliance requirements for Olive View-UCLA Medical Center Emergency Room Replacement and Tuberculosis Unit project and approve McCarthy Building Companies, Inc. (McCarthy), as the only prequalified contractor.

On November 21, 2006, your Board adopted preliminary plans and specifications for the project and approved the use of the Board-adopted Bidder Prequalification Process to select general contractors. Requests for Statement of Qualifications (RFSQ) were sent out to 19 general contractors on November 28, 2006. A presubmittal meeting was held on December 14, 2006, with only one general contractor in attendance. The RFSQ submission date was extended from January 15, 2007, to February 5, 2007, to encourage participation by more general contractors. On February 5, 2007, statements of qualifications were received from two general contractors.

The Evaluation Committee reviewed the statements of qualifications and found that one contractor, McCarthy, met all the required criteria. The Committee determined that Perera Construction and Design, Inc. (Perera), did not meet the prequalification criteria because their submittal was incomplete, and the firm failed to meet specific minimum requirements of the RFSQ, such as the minimum experience required for key staff.

Perera was notified in writing of its failure to obtain prequalification status in a letter dated March 28, 2007. Perera did not provide a written notice of appeal to Public Works within five days of receiving notification of their prequalification status. Therefore, per the RFSQ, Perera waived all rights to appeal.

During the prequalification bid period, Public Works made efforts to solicit as many general contractors as possible. Public Works is aware of several other contractors who could meet the minimum criteria, so it is clear that the criteria were not unreasonably stringent. The demand for construction contractors with hospital expertise in California is presently very high due to the numerous hospital retrofit and replacement projects related to Senate Bill 1953 requirements and is anticipated to remain high in the foreseeable future. This demand for contractors has limited the interest in the project. Therefore, Public Works believes that repeating the prequalification process would not yield a different result.

McCarthy is prequalified under Section 20101 of the Public Contract Code. We recommend that your Board find McCarthy prequalified and Perera not prequalified to bid the project. This will enable Public Works to discuss McCarthy's review of the preliminary plans and specifications for the project and to assist Public Works in preparing final plans and specifications for adoption by your Board.

We will return to your Board to adopt the final plans and specifications for bidding and to seek approval of a project delivery plan that will provide the best value for the County.

Implementation of Strategic Plan Goals

These actions meet the County Strategic Plan Goals of Service Excellence, Fiscal Responsibility, and Children and Families' Well-Being by investing in public health infrastructure to enhance the safety of the patients and staff.

FISCAL IMPACT/FINANCING

The total project budget for the Olive View-UCLA Medical Center Emergency Room Replacement and Tuberculosis Unit remains unchanged at \$49,418,000.

The Project Budget Summary is included in Enclosure B.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On November 13, 2001, your Board adopted the Bidder Prequalification Policy and Procedures to be used for selection of qualified contractors on County capital projects.

ENVIRONMENTAL DOCUMENTATION

An initial study was prepared for this project in compliance with the California Environmental Quality Act. It was determined that this project will not exceed the established criteria for any environmental factor and, as a result, will not have a significant effect on the physical environment. The initial study identified potentially significant effects on the project, but prior to the release of the proposed Mitigated Negative Declaration and initial study for public review, revisions in the project were made or agreed to that would avoid or mitigate the effects to a point where clearly no significant impacts would occur. The initial study and project revisions showed that there is no substantial evidence, in light of the whole record before the County, that the project, as revised, may have any significant effect on the environment. A Mitigated Negative Declaration was prepared for this project based on the initial study and project revisions.

A draft Mitigated Negative Declaration was prepared for this project and circulated for agency and public review on December 18, 2006, for a period of 30 days. A copy of the draft Mitigated Negative Declaration was transmitted to the Sylmar branch library at 14561 Polk Street, Sylmar, California 91342, for public review. During the public review period, one written response was received from the Native American Heritage Commission and no letters of comment were received from citizens. Comments received during the review period, responses to the comment, and the clarifications and revisions are contained in the final Mitigated Negative Declaration (Enclosure D).

The location of the documents and other materials constituting the record of the proceedings, upon which your Board's decision is based, is at the County of Los Angeles Department of Public Works, Project Management Division I, 5th Floor. The custodian of such documents and materials is the Assistant Deputy Director for the Division.

The proposed Mitigation Monitoring and Reporting Program (Section 8 of Enclosure D) was also prepared to ensure compliance with the environmental mitigation measures included as part of the final Mitigated Negative Declaration relative to biological resources, cultural resources, and noise. The recommended measures to mitigate the environmental impacts are incorporated into the construction bid documents. Based on the final Mitigated Negative Declaration comments, clarifications, and revisions received, it has been determined that the project will not have a significant effect on the environment.

CONTRACTING PROCESS

Under this recommended prequalification process, the bidding period is lengthened and will require four Board actions instead of the two actions normally associated with the standard capital project construction bid and award process.

The initial action, approved by your Board on November 21, 2006, approved the use of selection criteria in determining prequalified bidders, adopted preliminary plans and specifications, and authorized advertising the RFSQ that began on November 28, 2006. Under the current request, your Board is being asked to approve the prequalified contractor, McCarthy, to enable Public Works to have discussions with McCarthy to assist in determining the best project delivery method and to finalize the plans and specifications. In the third step, your Board will be asked to adopt final plans and specifications, approve the selected project delivery method, and authorize the Director of Public Works to request a bid from McCarthy using this approved method.

Prior to the final step, we will obtain an independent cost estimate from a cost estimating consultant to verify that the bid provided by McCarthy is reasonable and appropriate. If we find that the bid submitted is reasonable and appropriate, we will recommend your Board to award the Construction Contract to McCarthy.

The additional steps will impact the completion date of the bidding period. The revised construction schedule is included in Enclosure A.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no negative impact on current County services or projects during the performance of the recommended services.

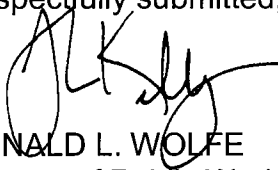
The hospital will remain fully operational during construction. Public Works and its consultants have worked with Health Services to develop a construction staging plan that minimizes impacts to operations at the hospital during construction.

The Honorable Board of Supervisors
May 29, 2007
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CONCLUSION

Please return an adopted copy of this letter to the Chief Administrative Office (Capital Projects Division), Health Services, and Public Works.

Respectfully submitted,


DONALD L. WOLFE
Director of Public Works

DAVID E. JANSSEN
Chief Administrative Officer

BRUCE A. CHERNOF, M.D.
Director and Chief Medical Officer

SN:njc

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Enc. 4

cc: County Counsel

May 29, 2007

ENCLOSURE A

**OLIVE VIEW-UCLA MEDICAL CENTER
EMERGENCY ROOM REPLACEMENT AND
TUBERCULOSIS UNIT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
APPROVE PREQUALIFIED CONTRACTOR
SPECS. 6678; C.P. 69249**

**I. EMERGENCY ROOM REPLACEMENT AND TUBERCULOSIS UNIT
PROJECT SCHEDULE**

Project Activity	Board-Approved Project Completion Date	Revised Project Completion Date
Construction Documents	03/2006*	03/2006*
Jurisdictional Approval	04/2007*	04/2007*
Advertise for Bids	05/2007	07/2007
Award Construction Contract	08/2007	09/2007
Construction Substantial Completion	03/2010	05/2010
Acceptance of Project	07/2010	09/2010

*Actual completion date.

May 29, 2007

ENCLOSURE B

**OLIVE VIEW-UCLA MEDICAL CENTER
EMERGENCY ROOM REPLACEMENT AND
TUBERCULOSIS UNIT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
APPROVE PREQUALIFIED CONTRACTOR
SPECS. 6678; C.P. 69249**

I. PROJECT BUDGET SUMMARY

Budget Category	Board-Approved Project Budget
Construction	
Site Preparation/Make Ready Work	\$ 1,105,000
Construction Cost	33,000,000
Change Order Contingency	<u>5,022,000</u>
Subtotal	\$39,127,000
Equipment	\$ 1,000,000
Plans and Specifications	\$ 2,520,000
Consultant Services	\$ 2,955,000
Miscellaneous Expenditures	\$ 65,000
Jurisdictional Review and Plan Check/Permits	\$ 490,000
County Services	\$ 3,261,000
TOTAL	\$49,418,000

May 29, 2007

ENCLOSURE C

**OLIVE VIEW-UCLA MEDICAL CENTER
EMERGENCY ROOM REPLACEMENT AND
TUBERCULOSIS UNIT PROJECT
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I. APPROVED LIST OF PREQUALIFIED CONTRACTORS

RESPONDERS	PASS	FAIL
McCarthy Building Companies, Inc.	X	
Perera Construction and Design, Inc.		X

May 29, 2007

ENCLOSURE D

**OLIVE VIEW-UCLA MEDICAL CENTER
EMERGENCY ROOM REPLACEMENT AND
TUBERCULOSIS UNIT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
APPROVE PREQUALIFIED CONTRACTOR
SPECS. 6678; C.P. 69249**

I. MITIGATED NEGATIVE DECLARATION

Olive View Medical Center Emergency Services Expansion and Acute Care Unit Project

Final Mitigated Negative Declaration

Prepared For:
County of Los Angeles
Department of Public Works
Project Management Division I
900 South Fremont Avenue, 5th Floor
Alhambra, California 91803-1331

Prepared By:
EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010

April 2007

OLIVE VIEW MEDICAL CENTER EMERGENCY EXPANSION AND ACUTE CARE UNIT PROJECT FINAL MITIGATED NEGATIVE DECLARATION

The Olive View Medical Center Emergency Services Expansion and Acute Care Unit Project Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) was circulated for public review between December 18, 2006 and January 17, 2007. During this public review period, one letter of comment was received from a public agency and no letters of comment were received from citizens. In response to the comment, minor revisions have been made to the text of the Draft IS/MND. In addition, the South Coast Air Quality Management District released new thresholds for PM_{2.5} analysis and the air quality analysis section of the IS/MND was revised to include these new thresholds. None of the significance determinations have changed since the Draft IS/MND and no new mitigation measures have been added. The changes to the Draft IS/MND include:

- The discussion of construction-related air quality emissions has been updated to include the results of PM_{2.5} calculations (see Section 4.3). As with the PM₁₀ analysis, the calculations determined that the project would not emit PM_{2.5}, in excess of SCAQMD thresholds.
- The LST analysis was updated to include the PM_{2.5} calculations (see Section 4.3). The results of the analysis determined that the project would not exceed LST thresholds for PM_{2.5}.
- Clarification of compliance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines in the event of accidental discovery of human remains (see Section 4.5).

The aforementioned revisions and associated text changes have been incorporated directly into the Final IS/MND, which includes the revised Draft IS/MND sections, as well as two new sections. Section 7.0, Response to Comments, includes copies of the Draft MND comment letters and corresponding responses; Section 8.0, Mitigation Monitoring and Reporting Program, provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under the California Environmental Quality Act (CEQA).

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1 INTRODUCTION

The County of Los Angeles Department of Public Works (DPW) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the proposed Olive View Medical Center Emergency Services Expansion and Acute Care Unit Project (proposed project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 et.seq. and the State CEQA Guidelines California Code of Regulations (CCR) §15000 et.seq. DPW is the CEQA lead agency for this project.

The proposed project involves the expansion of the existing Olive View-UCLA Medical Center (OVMC) in Sylmar, within the City of Los Angeles, California. The proposed project is described in detail in Section 2.0, Project Description. The proposed expansion would allow the OVMC to accommodate more patients by offering acute care services and additional emergency care.

1.1 CEQA PROCESS

This IS/MND has been prepared pursuant to the CEQA guidelines, including Sections 15063, 15070, and 15071. This document summarizes and addresses the results of the IS prepared to determine if any significant environmental effects would occur from the proposed project. In accordance with the CEQA statutes and Guidelines for circulation of a negative declaration, a 30-day public review period for this IS/MND began December 18, 2006 and concluded on January 17, 2007. The Draft IS/MND was distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the Draft IS/MND was available for general public review at:

- County of Los Angeles Department of Public Works, Project Management Division I (900 South Fremont Avenue, 5th Floor, Alhambra, CA 91803-1331)
- City of Los Angeles Public Library, Sylmar Branch (14561 Polk Street, Sylmar, CA 91342)

During the 30-day review period, the public had an opportunity to provide written comments on the information contained within this Draft IS/MND. The public comments on the Draft IS/MND and responses to public comments have been incorporated into the Final IS/MND. The Board will use the Final IS/MND for all environmental decisions related to this project. Prior to approving a project, the Board will consider the project in conjunction with comments received during the review period. A project will only be approved when the Board “finds that there is no substantial evidence that the project will have a significant effect on the environment and that the [IS/MND] reflects the lead agency's independent judgment and analysis”. When Adopting an IS/MND, a monitoring program must also be adopted to ensure implementation of mitigation required as a condition of approval.

1.2 DOCUMENT FORMAT

This IS/MND contains eight sections and one technical appendix. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Section 2, Project

Description, provides a detailed description of project objectives and components. Section 3, Initial Study Checklist, presents the CEQA checklist for all impact areas and mandatory findings of significance. Section 4, Impacts and Mitigation Measures, presents the environmental analysis for each issue area identified on the environmental checklist form. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Section 5, References, provides a list of reference materials used during the preparation of the IS/MND, and Section 6, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND. Section 7, Response to Comments, provides the comment letters received during the 30-day public review period for the Draft IS/MND, followed by the responses from DPW. Section 8, Mitigation Monitoring and Reporting Program, provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under CEQA.

The environmental analysis included in Section 4 is consistent with the CEQA Initial Study format presented in Section 2. Impacts are separated into the following categories:

- **Potentially Significant Impact.** This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required. There are no such impacts for the Olive View Medical Center Emergency Services Expansion and Acute Care Unit Project.
- **Less than Significant After Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
- **Less than Significant Impact.** This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.
- **No Impact.** This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

The calculations and technical reports that were used to prepare the Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, and Transportation/Traffic Sections of this IS/MND are included as one technical appendix.

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Los Angeles County OVMC is located in the northern San Fernando Valley, in the Sylmar planning area of the City of Los Angeles. The site is east of Interstate-5 (Golden State Freeway), and approximately ¼ mile north of Interstate-210 (Foothill Freeway). Olive View Drive borders the OVMC site along the south with multi- and single-family residences across Olive View Drive. Wilson Debris Basin is located north of the site with the open space of the Angeles National Forest beyond that and residential areas are located to the east and west of the site (see Figure 2-1, Regional/Vicinity Map).

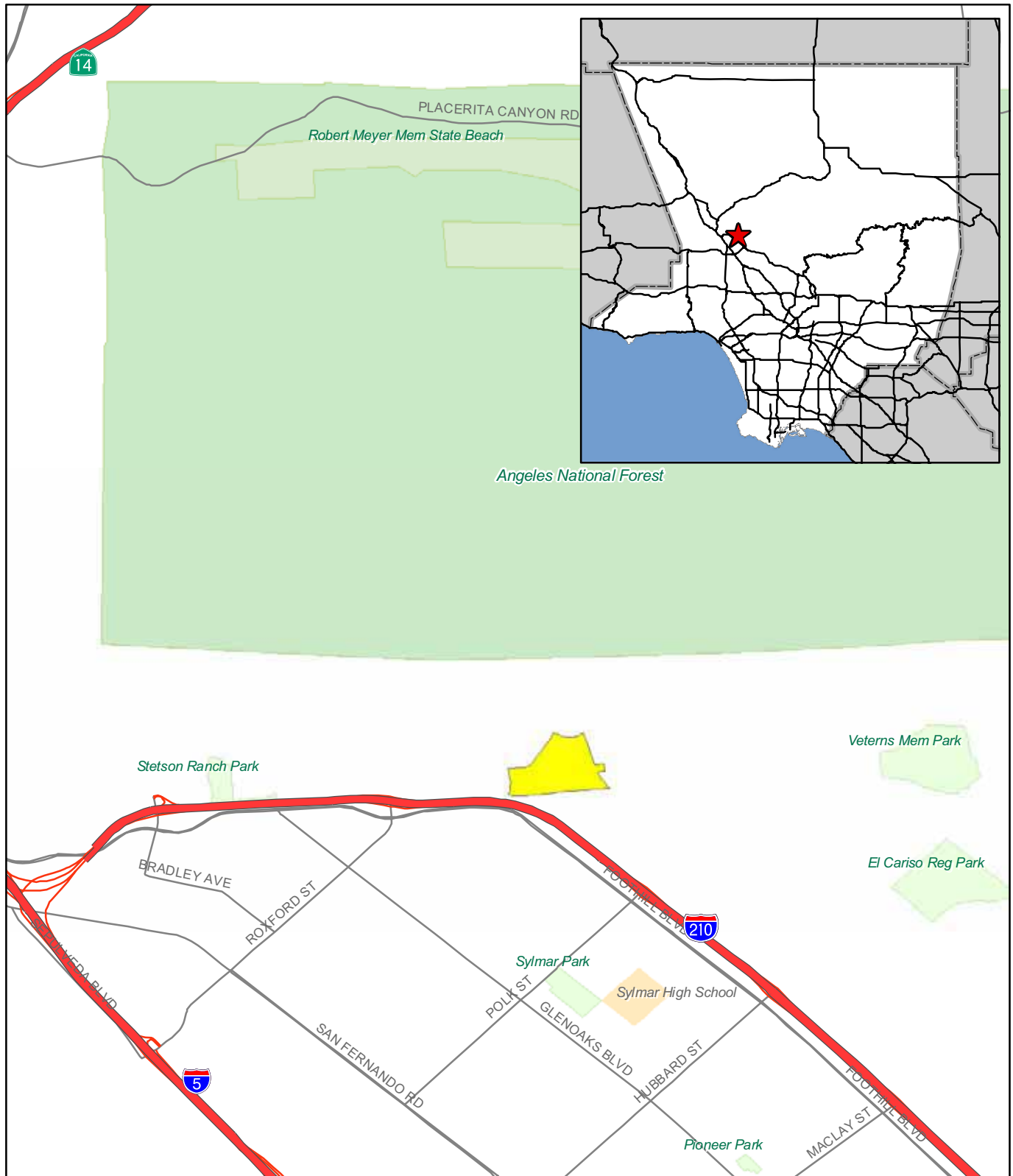
2.2 PROJECT BACKGROUND AND OBJECTIVES

The OVMC campus is comprised of the six-story hospital and associated support services facilities, including, maintenance, finance, administration, cogeneration and utilities, and police and security. The existing hospital is approximately 440,000 square-feet and is licensed for 377 inpatient beds. The campus also contains ancillary support and utility structures.

The OVMC is presently budgeted to operate 195 inpatient beds; however, the current demand for emergency services exceeds the facility's existing capacity. During Fiscal Year 2005-2006, the emergency room provided over 40,000 emergency and 24,000 urgent care visits. Because of the limited capacity of the current emergency room, on average, 11 percent of patients awaiting care leave without being seen. According to data from the Los Angeles County Emergency Medical Service, the OVMC treated 4,510 patients per treatment bay in 2004, as compared to an average of approximately 1,700 per treatment bay for private hospital emergency rooms in the general area. The closure of other hospitals servicing the same area as OVMC has placed further strain on OVMC's already overcrowded emergency department.

The proposed project would construct a new 43,457 square-foot addition to the medical center, to accommodate approximately 51 exam beds in an emergency unit and 30 overnight patient beds in an acute care unit. The medical center expansion would benefit the medical center by providing additional emergency and acute care beds. Specifically, the expansion would fulfill these major objectives:

- To alleviate overcrowding and reduce waiting times at the OVMC by providing more emergency care space;
- To provide an acute bed unit at OVMC;
- To utilize existing medical center land in accordance with the General Plan; and
- To provide improved health care services to the Sylmar area.



**Figure 2-1
Regional/Vicinity Map**



2.3 DESCRIPTION OF PROJECT

2.3.1 PROJECT SITE

The entire OVMC campus comprises over 500 acres in Sylmar, north of Olive View Drive into the foothills, extending beyond Bledsoe Drive on the east and to Bucher Avenue on the west. Most medical center services are carried out near the main hospital building, located north of Olive View Drive, between Reagan Road and Kennedy Drive. This central area consists of the primary hospital facility, parking, and utilities. The six-story medical center building is approximately 440,000 gross square-feet, and houses outpatient and inpatient services. Related uses at the medical campus include cogeneration and utility facilities, administration and finance offices, and police and security services. Parking, maintenance, and administrative functions are located west of Kennedy Drive; parking and hospital recreation facilities are located north of Saranac Avenue; and parking and utilities are located east of Reagan Road. See Figure 2-2 for photos of the project site.

2.3.2 PROJECT COMPONENTS

The County proposes to expand the existing OVMC to include approximately 30 overnight acute care unit beds and 51 additional emergency treatment bays in a 43,457 square-foot addition. The expanded facilities would serve the surrounding Sylmar community. The project components are described below.

PARKING LOT IMPROVEMENTS

Prior to start of construction, parking lot J, located north of Saranac Avenue would be resealed and restriped. In addition, non-native landscape vegetation within a 1.6 acre vacant area east of parking lot G would be cleared and the area would be graded and covered with gravel for use as a temporary parking lot during construction. Following construction activities, the lot would remain as a permanent parking lot and would potentially be paved in the future. For the purposes of the analysis, it is assumed that the lot would be paved.

EMERGENCY AND ACUTE CARE ADDITION

The proposed project would be constructed north of the existing hospital, connecting at the north end of the existing emergency room. The emergency room would be replaced with the proposed development to accommodate 51 examination beds. This portion of the addition would be approximately 31,880 square feet. North of the expanded emergency room, a 30-bed acute care area of approximately 11,577 square feet would be constructed. The two portions of the hospital would be partitioned with an outdoor patient area. In total, the expansion would include the development of a new one-story building of approximately 43,457 square feet. The proposed site plan is shown on Figure 2-3. It is anticipated that approximately 90 new employees would be required to staff the proposed addition.



Proposed Addition Location, Looking Southwest

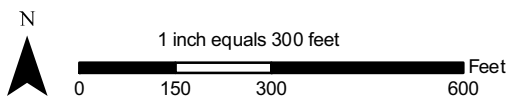


Proposed Parking Lot East of Parking Lot G, Looking Northeast



Source: GlobeXplorer (2006)

**Figure 2-3
Proposed Site Plan**



2 Project Description

The expansion would alter the configuration for emergency vehicle access and drop-off, resulting in a new drop-off area for emergency vehicles on the east side of the building. Emergency traffic would access the site via Reagan Road, while walk-in patients would continue to primarily enter the hospital from the west side via Kennedy Drive or Bucher Avenue west of Kennedy Drive. The new construction would extend onto portions of parking lots I, D, and E, and would result in the closure of Bucher Avenue east of Kennedy Drive. A small 8-space parking lot currently located north of the hospital would also be removed to create the emergency vehicle entry to the east of the proposed expansion. An abandoned 62-inch concrete aqueduct, currently located approximately four feet below the proposed emergency room, would be demolished.

SITE FINISHES

The addition finishes phase would include driveway construction for walk-in patient emergency access along Kennedy Drive and ambulance access along Reagan Road, and landscaping. Although it is not known when the gravel parking lot east of parking lot G would be paved, it is assumed for the purposes of the analysis that paving would occur during the site finishes phase. In addition, parking lots I and D would be restored to include approximately 238 parking spaces. Because the proposed expansion would result in the closure of Bucher Avenue, buses would be re-routed using Saranac Avenue instead of Bucher Avenue and the existing bus and shuttle stops located at the intersection of Kennedy Drive and Bucher Avenue would be relocated. This phase is anticipated to last approximately 2 months.

2.3.3 CONSTRUCTION SCENARIO

Parking lot improvement activities would begin in summer 2007 and would last approximately one month. Construction of the addition would begin in September 2007 and is expected to continue for approximately 24 months. As described above, construction activities would occur in three phases: (1) parking lot improvements, (2) emergency and acute care addition construction, and (3) site finishes. Phase 2, the construction of the emergency and acute care addition would occur in two stages; site preparation and building construction. Table 2-1 presents the proposed construction schedule for the project.

TABLE 2-1 PROPOSED CONSTRUCTION SCHEDULE

Activity	Duration (Approx.)
Parking Lot Improvements	1 month
Emergency and Acute Care Addition Construction	
Site Preparation	4 months
Building Construction	18 months
Site Finishes	2 months
Total Construction Period	25 months

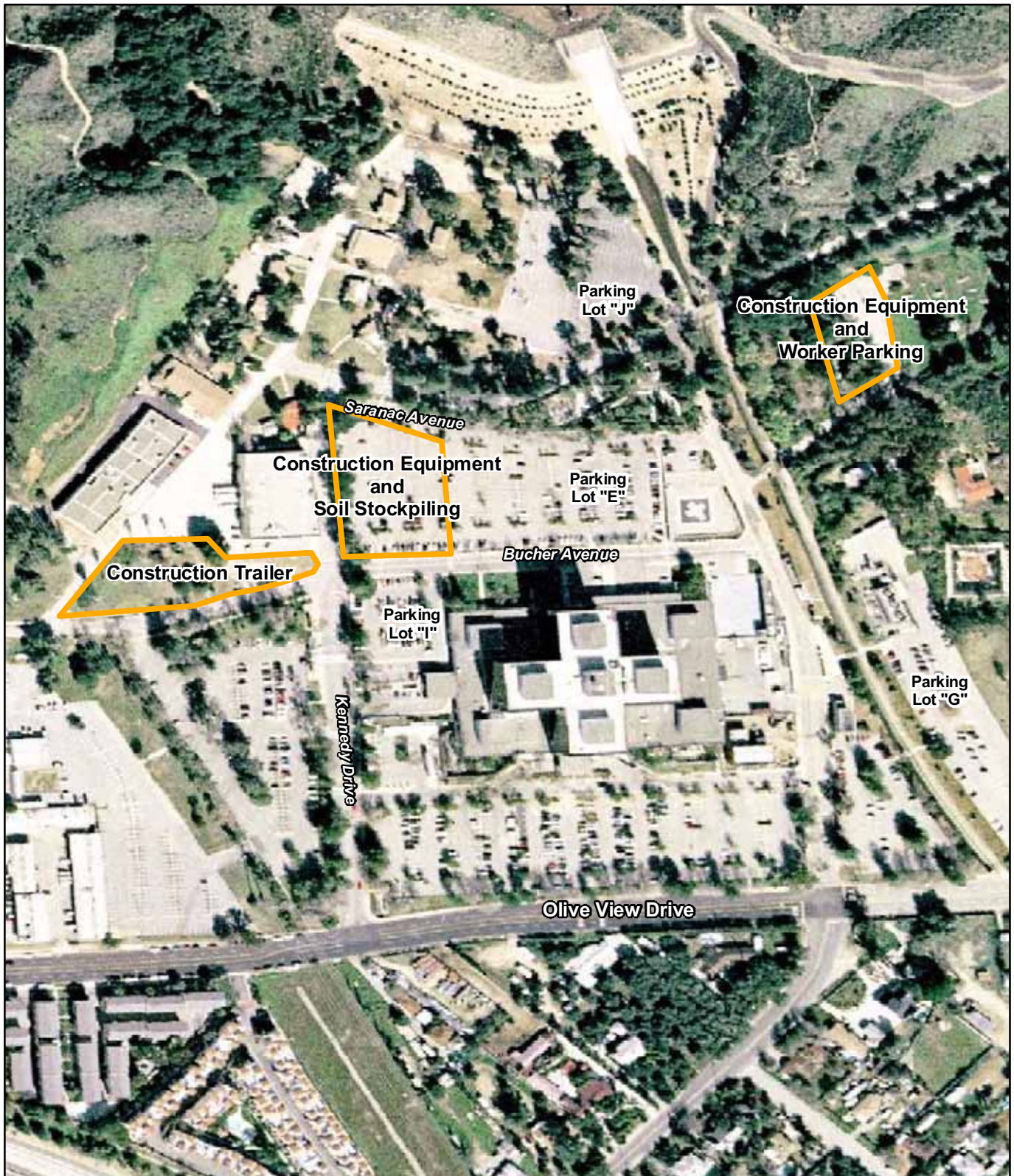
Site preparation would include utility clearance, clearing, grading, and demolition of a 400 square-foot courtyard and vending machine enclosure and other site finishes and parking areas. Parking lots D and E north of the existing hospital would be demolished and graded for construction of the addition and for use

as a construction equipment staging and soil stockpiling area. Demolition is expected to last approximately one month. Also during the site preparation stage, non-native landscape vegetation would be removed and cleared. The site preparation phase is expected to last approximately four months.

The building construction phase would include excavation, foundation construction, utility connections, and structural construction. Total excavation for the addition is expected to be approximately 52,000 cubic yards, 7,200 cubic yards of which would be exported from the site during the estimated one-month period of excavation. The building construction phase would occur over an estimated 18-month period.

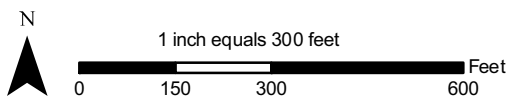
Staging for construction equipment would occur in parking lot D, temporarily impacting approximately 100 employee parking spaces. The area east of parking lot G to be covered in gravel would accommodate employee parking during construction. Following construction, the area would remain as additional parking and would potentially be paved in the future. Construction staging and parking would also occur in the paved area east of the intersection of Reagan Road and Saranac Lane. An area east of the intersection of Bucher Avenue and Sycamore Avenue between parking lot C and the Material Management building would be covered in gravel and serve as the location for the construction trailer. Figure 2-4 depicts areas temporarily used for construction staging and parking.

The entire construction process for the addition is expected to last approximately 25 months (Table 2-1). Construction activities would only occur on weekdays, between 7:00 AM and 7:00 PM.



Source: GlobeXplorer (2006)

Figure 2-4
Construction Staging and Stockpiling Plan



3 INITIAL STUDY CHECKLIST

1. **Project title:** Olive View Medical Center Emergency Services Expansion and Acute Care Unit Project
2. **Lead agency:** County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331
3. **Contact person:** Sy Nguyen
County of Los Angeles
Department of Public Works
Project Management Division I
900 South Fremont Avenue, 5th Floor
Alhambra, CA 91803-1331
4. **Project location:** 14445 Olive View Drive
Sylmar, CA 91342
APN 2582003905
5. **General plan designation:** Public Facility
6. **Zoning:** [Q]PF-1VL
7. **Description of project:** The County of Los Angeles proposes to expand the existing Olive View-UCLA Medical Center by adding approximately 43,457 square feet to include 51 emergency room beds and 30 acute unit beds.
8. **Surrounding land uses/setting:** The project site is the existing Olive View-UCLA Medical Center. Multi- and single-family residences occupy land on the opposite side of Olive View Drive and to the east, and other Medical Center uses surround the existing hospital on the north and west.
9. **Other public agencies whose approval is required:**

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed project and will be further evaluated in an EIR.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Pedestrian Safety |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

3.2 DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Signature

Date

Donald L. Wolfe, Director
County of Los Angeles
Department of Public Works

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?			X	
2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		

3 Initial Study Checklist

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X

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	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?		X		

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j. Inundation by seiche, tsunami, or mudflow?			X	
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X

3 Initial Study Checklist

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
10. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
11. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?			X	
v) Other public facilities?				X
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
15. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	

3 Initial Study Checklist

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

	<i>Potentially Significant Impact</i>	<i>Less than Significant Impact After Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

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4 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

WOULD THE PROJECT:

a) HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

Less than Significant Impact. The OVMC lies at the foothills of the San Gabriel Mountains. Views of the mountains are available from most areas of the project site, to the north. The proposed expansion project would construct a one-story addition to the existing six-story hospital. The one-story addition would not affect views of the mountains, as it would be significantly lower than the existing hospital. Views that may currently be available from the first floor of the hospital would be obstructed by the addition; however, few views of the mountains are available from the first floor of the hospital (EDAW 2005). Views from other portions of the project site would not be significantly affected, as the proposed addition would only be minimally visible.

b) SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

No Impact. The project site is located at adjacent to Interstate 210 (Foothill Freeway). Interstate 210 has not been designated as a State Scenic Highway but is eligible for designation. The proposed addition would construct a one-story expansion on the north side of the existing hospital, occupying a portion of the existing parking lot and Bucher Avenue. This addition would not affect views from the Foothill Freeway, as the addition would not be visible from the Foothill Freeway beyond the six-story hospital. No resources, such as rock outcroppings or historic buildings that could be considered valuable to the Foothill Freeway, would be altered.

c) SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?

Less than Significant Impact. The proposed project would expand the existing hospital by adding approximately 43,457 square feet in a one-story addition, at the northern end of the existing hospital, occupying the existing parking lot. Building materials and finishes would be compatible with the existing hospital and would not visually degrade the site. Additionally, the proposed addition would be minimally visible from Olive View Drive. As the addition would expand an existing use in a visually compatible and low-profile way, impacts to the visual character and quality of the site and the surroundings would be less than significant for the proposed project.

d) CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Less than Significant Impact. The proposed addition would include outdoor security lighting during nighttime hours and would be constructed with non-reflective surfaces. The existing hospital is faced with glass; however, the addition would contain few windows. Existing lighting would continue to be present in the parking areas that remain around the expansion and new sources of lighting would be typical of the existing site and would not be substantial. Accordingly, light and glare conditions following implementation of the addition on the OVMC would remain similar to existing conditions and would not affect views in the area; impacts would be less than significant.

e) CREATE A NEW SOURCE OF SUBSTANTIAL SHADE OR SHADOW THAT WOULD ADVERSELY AFFECT DAYTIME VIEWS IN THE AREA?

Less than Significant Impact. The addition would create shade and shadow in the project site; however due to the height of the existing structure, new shadows would not extend beyond the shadow cast by the existing hospital for a significant amount of time. As such, impacts would be less than significant.

4.2 AGRICULTURE RESOURCES

In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

WOULD THE PROJECT:

a) CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

No Impact. The project site is not designated as farmland by the State, and there are no farmlands located onsite or in the immediate area (California Department of Conservation 2001). The site is currently developed as a medical center, with a paved parking lot and road occupying the proposed location of the addition. No impacts to farmland would occur as a result of the proposed project.

b) CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

No Impact. The project site is zoned [Q]PF-1VL, Public Facilities (Department of City Planning 2006). There are no agricultural designations associated with the site, nor are there Williamson Act contracts for the site. No impact would occur as a result of the proposed project.

c) INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?

No Impact. The site is not designated as farmland, and there are no farmlands located at the project site or in the immediate area (California Department of Conservation 2001). As the project site is not farmland and is not used for agricultural purposes, the proposed addition would not result in conversion of farmland to non-agricultural uses. No impact would occur.

4.3 AIR QUALITY

WOULD THE PROJECT:

a) CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

Less than Significant Impact. The OVMC site lies within the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), inhalable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either “attainment” or “non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The project site is located in the Los Angeles County portion of the Basin. Los Angeles County is designated as a non-attainment area for O₃ and PM₁₀; Federal non-attainment and State attainment for CO; and an attainment area for SO₂, NO₂, and Pb (Table 4.3-1).

TABLE 4.3-1 ATTAINMENT STATUS FOR THE LOS ANGELES COUNTY PORTION OF THE SOUTH COAST AIR BASIN

Pollutant	Attainment Status	
	Federal	State
O ₃ – 1-Hour	-- ¹	Non-attainment Extreme
O ₃ – 8-hour	Non-attainment Severe 17	
PM ₁₀	Non-attainment Serious	Non-attainment
PM _{2.5}	Non-attainment	Non-attainment
CO	Non-attainment Serious ²	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Pb	Attainment	Attainment
Sources: USEPA 2006; CARB 2006		
1- Repealed by law in June 2005.		
2- Redesignation to Attainment was submitted to the USEPA for approval in February 2006.		

The proposed project would not conflict with or obstruct the implementation of the AQMP. No land uses are proposed that are different than those anticipated for the property in long range planning. Standards set by the SCAQMD, CARB, and Federal agencies relating to the project would be required and incorporated at applicable design and approval stages. Specific air quality impacts related to criteria pollutants are discussed below. Impacts related to obstructing implementation of air quality plans would be less than significant for the proposed project.

b) VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?

Los Angeles County is designated as a Federal and State non-attainment area for O₃, PM₁₀, and PM_{2.5}, and a Federal non-attainment area for CO. The SCAQMD, the regional agency that regulates stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the Basin.

State and Federal agencies have set ambient air quality standards for various pollutants. Both CAAQS and NAAQS have been established to protect the public health and welfare. The SCAQMD has prepared the CEQA Air Quality Handbook to provide guidance to those who analyze the air quality impacts of proposed projects. Based on Section 182(e) of the Federal Clean Air Act, the SCAQMD has set CEQA significance thresholds for potential air quality impacts as shown in Table 4.3-2.

TABLE 4.3-2 SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds ^a		
Pollutant	Construction	Operation
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants		
NO ₂ 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.25 ppm (State) 0.053 ppm (Federal)	
PM ₁₀ 24-hour average annual geometric average annual arithmetic mean	10.4 µg/m ³ (recommended for construction) ^e 2.5 µg/m ³ (operation) 1.0 µg/m ³ 20 µg/m ³	
PM _{2.5} 24-hour average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation)	
Sulfate 24-hour average	25 µg/m ³	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (State) 9.0 ppm (State/Federal)	
Source: SCAQMD 2006		
lbs/day = pounds per day; ppm = parts per million; µg/m ³ = microgram per cubic meter		

MASS DAILY THRESHOLDS

Emissions for construction and operation (long-term post-construction activities) of the proposed project were quantified using the URBEMIS2002, a computer program used to estimate vehicle trips, emissions, and fuel use resulting from land use development projects (CARB 2005). URBEMIS computes emissions of reactive organic gases (ROG), NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. On projects of this type, SO₂ emissions would be negligible and are not included in the analysis below. URBEMIS does not calculate PM_{2.5} emissions. PM_{2.5} emissions were calculated

4 Impacts and Mitigation

from PM₁₀ values using methodology promulgated by SCAQMD in October 2006 (SCAQMD 2006b). The Technical Appendix includes construction equipment assumptions and air quality calculations.

Construction Emissions

Less than Significant Impact. Excavation and grading activities would generate fugitive dust including PM₁₀. Operation of diesel-engine construction equipment on-site, hauling of demolition spoils and exported and imported soils and materials to and from the site, and construction crew traffic would generate emissions of ROG, NO_x, CO, and PM₁₀. Estimated construction-related mass emissions are shown in Table 4.3-3.

TABLE 4.3-3 ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS

	Estimated Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Emergency Care Addition – Sept 2007-Aug 2009	46.7	48.6	43.2	11.8	3.7
SCAQMD Thresholds	75	100	550	150	55
Exceeds SCAQMD Thresholds?	No	No	No	No	No
Source: URBEMIS ver. 8.7 (CARB 2005)					
Emissions are not additive; the two elements of construction would not occur concurrently.					

As shown in Table 4.3-3, construction emissions would not exceed SCAQMD thresholds for the addition. In addition, construction emissions would be short-term, relative to the long-term operation of the project, being limited only to the time period when construction activity is taking place. As such, construction related emissions would be less than significant for the proposed project.

Operational Emissions

Less than Significant Impact. Long-term air quality impacts are those associated with the change in long-term use of the project site. Two types of air pollutant sources must be considered with respect to the proposed project: area and mobile sources. Area source emissions result from natural gas use for heating and lighting, exhaust emissions from landscape maintenance equipment, and ROG emissions from periodic repainting of the facilities. Mobile source emissions result from vehicle trips, including hospital staff, patients, visitors, deliveries, and maintenance activities. Area source emissions were calculated based on land-use characteristics. Vehicle trip volumes were taken from the project traffic report (MMA 2006). Estimated operational-related mass emissions are shown in Table 4.3-4.

TABLE 4.3-4 ESTIMATED DAILY OPERATIONAL EMISSIONS

Operational Phase	Estimated Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Emergency Care Addition – beginning 2009					
Area Source Emissions	0.7	0.3	0.9	<0.01	<0.01
Vehicular Emissions	7.0	8.9	94.9	10.2	9.4
SCAQMD Thresholds	55	55	550	150	55
Exceeds SCAQMD Thresholds?	No	No	No	No	No
* Totals may not add due to rounding					

As shown in Table 4.3-4, mass emissions from vehicle trips and operation and maintenance of the new addition would be less than SCAQMD thresholds for operation. Accordingly, operational related emissions would be less than significant for the proposed project.

AMBIENT AIR QUALITY FOR CRITERIA POLLUTANTS – LOCAL EMISSIONS

On-Site Emissions

Less than Significant Impact After Mitigation Incorporated. The SCAQMD has promulgated methodology and standards for calculation of impacts based on Localized Significance Thresholds (LST) (SCAQMD 2003). An LST analysis is a localized air dispersion modeling analysis used to predict maximum concentration levels of NO₂, CO, PM₁₀, and PM_{2.5} emissions generated from a project site that could reach nearby sensitive receptors. Air dispersion modeling is a function of multiple variables, including local-specific meteorological conditions, site-specific air pollutant emission levels, and sensitive receptor distances to the modeling site.

In order to minimize efforts for detailed dispersion modeling, SCAQMD developed screening (lookup) tables to assist lead agencies with a simple tool for evaluating impacts from small typical projects. The use of LST lookup tables is limited to projects that are five acres or smaller in size, with operations during the day, limited to 8 hours of operations, and with emissions distributed evenly across the proposed site.

The closest sensitive receptor to the addition is the main hospital, which is adjacent to the addition site. The LST methodology states that projects with boundaries located closer than 25 meters (82 feet) to the nearest receptors should use the values for 25 meters. The addition site has an area of 4 acres. Table 4.3-5 shows the project-related emissions data and threshold values for each pollutant.

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TABLE 4.3-5 LOCAL PROJECT-RELATED EMISSIONS

Pollutant	Maximum Daily Emissions ¹ lbs/day	LST Threshold ² lbs/day	Exceed Threshold?
Construction ³			
NO _x	35.7	233/100 ⁴	No
CO	39.2	847/550 ⁴	No
PM _{2.5}	3.5/2.0	10.7	No
PM ₁₀	11.5/4.7 ³	6	Yes/No ³
¹ See URBEMIS data sheets, Technical Appendix ² LST thresholds from SCAQMD 2006c or Table 4.3-2. ³ Values without and with mitigation measure that requires watering at least 3 times per day. ⁴ LST thresholds for NO _x and CO are higher than SCAQMD mass emissions thresholds; therefore the lower numbers, which are the mass emissions thresholds, apply.			

As shown in Table 4.3-5, all emissions values would be less than the LST thresholds for the proposed project, with the exception of PM₁₀ emissions. Mitigation measure AIR-1 would reduce fugitive dust and particulate emission to less than the threshold.

Mitigation Measure AIR-1. Active grading/excavation areas shall be watered at least 3 times daily during construction.

With the incorporation of the above mitigation measure, emissions impacts during construction of the addition would be less than significant. Because the addition would operate 24 hours per day, the LST methodology was not used for operation. While the LST analysis did not analyze operational emissions, Table 4.3-4 shows that they would not approach the LST thresholds. Accordingly, emissions impacts during operation of the project would be less than significant.

Off-Site Emissions

Less than Significant Impact. A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion at signalized intersections on major roadways. An appropriate qualitative screening procedure is provided in the procedures and guidelines contained in Transportation Project-Level Carbon Monoxide Protocol (the Protocol) to determine whether a project poses the potential for a CO hotspot (UCD ITS 1997). According to the Protocol, projects may worsen air quality if they: significantly increase the percentage of vehicles in cold start modes (i.e., the starting of a vehicle after at least one hour of non-operation) by 2 percent or more; significantly increase traffic volumes (by 5 percent or more) over existing volumes; or worsen traffic flow, defined for intersections, as increasing average delay at signalized intersections operating at Level of Service (LOS) E or F.

The project traffic study indicates that no signalized intersection affected by the project would operate at LOS E or F (MMA 2006). In accordance with the Protocol, there would be no potential for creation of a significant local CO impact, and quantitative analysis is not required. Impacts related to off-site emissions would be less than significant for the proposed project.

c) RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS, WHICH EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS)?

Less than Significant Impact. As discussed above, the proposed project would result in temporary increases in criteria pollutants during construction and minor increases in criteria pollutants during operation. During construction, air quality impacts would be less than SCAQMD thresholds for non-attainment pollutants. Long-term emissions would be less than 25 percent of the corresponding threshold values, which would not be a substantial or considerable quantity. Accordingly, net increases of non-attainment criteria pollutants would not be significant for the proposed project.

d) EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

Less than Significant Impact. The proposed addition site is within an existing hospital complex which would continue to operate during construction. As discussed above, local emissions resulting from construction of the proposed project would result in air emissions below SCAQMD thresholds. Compliance with standard SCAQMD-approved construction procedures, Rule 403 (Fugitive Dust), as applicable, and adherence to mitigation measure AIR-1 would be required for project construction activities. Operational emissions would also be well below SCAQMD thresholds and less than significant. As such, emissions would not be substantial, and impacts to sensitive receptors would be less than significant for the proposed project.

e) CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less than Significant Impact. Minor sources of odors associated with the project would be primarily associated with the construction of the facilities and parking areas. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not result in the frequent exposure of onsite receptors to objectionable odorous emissions.

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Additionally, operational odors such as trash generation and storage would not be significant as the project would comply with Federal, State, and local regulations regarding trash storage and disposal. As a result, short-term construction-related odors would be considered less than significant for the proposed project.

4.4 BIOLOGICAL RESOURCES

WOULD THE PROJECT:

- a) **HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?**

Less than Significant Impact After Mitigation Incorporated. The OVMC site is located within the United States Geological Survey (USGS) San Fernando 7.5-minute topographic quadrangle. Based on a review of information from the California Department of Fish and Game, Natural Diversity Database (CNDDB) RareFind2 data (2006) for the San Fernando quadrangle, there are seven species of plants with Federal and State-listed status, and/or CNPS List 1B status, six species of wildlife that are federally- or State-listed or have other special status, and four sensitive terrestrial natural communities or habitat types that are reported from historical information for the two quadrangles as shown on Table 4.4-1.

TABLE 4.4-1 FEDERALLY AND STATE-LISTED SPECIES AND OTHER SENSITIVE OR SPECIAL-STATUS SPECIES RECORDED IN HISTORICAL DATA FOR THE USGS SAN FERNANDO 7.5-MINUTE TOPOGRAPHIC QUADRANGLE

Scientific Name	Common Name	Special Status	CNPS	Habitat
Plant Species				
<i>Aster greatae</i>	Greata's aster	none	List 1B	Absent
<i>Berberis nevinii</i>	Nevin's barberry	FE, SE	List 1B	Absent
<i>Calochortus plummerae</i>	Plummer's mariposa lily	none	List 1B	Present
<i>Chorizanthe parryi</i> var. <i>fernandina</i>	San Fernando Valley spineflower	FC, SE	List 1B	Present
<i>Dodecahema leptoceras</i>	slender-horned spineflower	FE, SE	List 1B	Absent
<i>Malacothammus davidsonii</i>	Davidson's bush mallow	none	List 1B	Present
<i>Orcuttia californica</i>	California orcutt grass	FE, SE	List 1B	Absent
Fish Species				
<i>Catostomus santaanae</i>	Santa Ana sucker	FT, CSC	–	Absent
Amphibian Species				
<i>Rana muscosa</i>	mountain yellow-legged frog	FE, CSC	–	Absent
<i>Spea</i> (= <i>Scaphiopus</i>) <i>hammondi</i>	western spadefoot	CSC	–	Absent

Scientific Name	Common Name	Special Status	CNPS	Habitat
Plant Species				
Reptile Species				
<i>Aspidoscelis tigris stejnegeri</i>	coastal western whiptail	none	—	Absent
Avian Species				
<i>Coccyzus americanus occidentalis</i>	western yellow-billed cuckoo	FC, SE	—	Absent
<i>Vireo bellii pusillus</i>	least Bell's vireo	FE, SE	—	Absent
Sensitive Vegetation Communities				
	Riversidian alluvial fan sage scrub	State sensitive	—	Absent
	southern coast live oak riparian forest	State sensitive	—	Absent
	southern cottonwood-willow riparian forest	State sensitive	—	Absent
	southern sycamore-alder riparian woodland	State sensitive	—	Absent
Sources: USFWS (1992, 1995, 1996, 1997, and 1998), CNDDDB (2006), and CNPS (2005) FE: Federally listed as Endangered FT: Federally listed as Threatened FC: Federal Candidate species (former Category 1 candidate species) where enough data are on file to support listing FSC: Federal Special Concern species (a "term-of-art" for former Category 2 candidates) FS: USDA Forest Service "Sensitive Species" recovery program (in cooperation with CDFG and USFWS) identifies and manages species whose populations are declining SE: State-listed as Endangered CSC: California Special Concern species by CDFG List 1B: Plants rare, threatened, or endangered in California and elsewhere				

While these species have previously been documented in the San Fernando area, none of these species are reported from the project site or its immediate area. EDAW biologists conducted field surveys to determine the presence of potentially suitable habitat for sensitive plant and animal species within the project area. Plant species observed onsite are shown in Table 4.4-2. Wildlife species observed are shown in Table 4.4-3. Results of the field surveys are included the Technical Appendix.

TABLE 4.4-2 PLANT SPECIES OBSERVED AT THE PROJECT SITE

Scientific Name	Common Name	Scientific Name	Common Name
Coastal Sage Scrub			
<i>Artemisia californica</i>	California sagebrush	<i>Eucalyptus</i> sp.*	eucalyptus
<i>Baccharis salicifolia</i>	mule fat	<i>Gnaphalium californicum</i>	California cudweed
<i>Camissonia micrantha</i>	miniature suncup	<i>Hirschfeldia incana</i> *	summer mustard
<i>Camissonia</i> sp.	suncup	<i>Lepidospartum squamatum</i>	scale-broom
<i>Centaurea melitensis</i> *	tocalote	<i>Lotus scoparius</i>	deer weed
<i>Cuscuta</i> sp.	dodder	<i>Lotus</i> sp.	lotus
<i>Eriodictyon crassifolium</i>	yerba santa	<i>Malosma laurina</i>	laurel sumac
<i>Eriogonum fasciculatum</i>	California buckwheat	<i>Marrubium vulgare</i> *	horehound
<i>Erodium botrys</i> *	filaree	<i>Schinus molle</i> *	California pepper
Ruderal			
<i>Ambrosia artemisiifolia</i> *	common ragweed	<i>Eucalyptus</i> sp.*	eucalyptus
<i>Bromus madritensis</i> *	foxtail chess	<i>Filago californica</i>	filago

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Scientific Name	Common Name	Scientific Name	Common Name
<i>Avena fatua</i> *	wild oat	<i>Heterotheca grandiflora</i>	telegraph weed
<i>Camissonia micrantha</i>	minature suncup	<i>Hirschfeldia incana</i> *	summer mustard
<i>Chamaesyce maculata</i> *	spotted spurge	<i>Lepidospartum squamatum</i>	scale-broom
<i>Centaurea melitensis</i> *	tocalote	<i>Lobularia maritima</i> *	sweet alyssum
<i>Conyza canadensis</i>	horseweed	<i>Lotus purshianus</i> var. <i>purshianus</i>	Spanish clover
<i>Eremocarpus setigerus</i>	turkey mullein	<i>Lotus scoparius</i>	deer weed
<i>Eriogonum</i> sp.	wild annual buckwheat	<i>Nicotiana glauca</i>	tree tobacco
<i>Erodium botrys</i> *	filaree	<i>Ricinus communis</i> *	castor bean
<i>Erodium cicutarium</i> *	filaree	<i>Sisymbrium altissimum</i>	tumble mustard
Landscape Trees			
<i>Cedrus deodara</i>	deodar	<i>Fraxinus velutina</i>	ash
<i>Ceratonia siliqua</i>	carob	<i>Olea europaea</i>	olive
<i>Citrus x meyeri</i>	meyer lemon	<i>Liriodendron tulipifera</i>	yellow poplar
<i>Cupaniopsis anacardioides</i>	carrotwood	<i>Pinus</i> sp.	pine
<i>Eucalyptus</i> sp. (possibly <i>camaldulensis</i> or <i>mannifera maculosa</i>)	eucalyptus	<i>Pyrus calleryana</i>	ornamental pear
Landscape Herb/Shrub			
<i>Lobularia maritima</i>	sweet alyssum	<i>Hedera helix</i>	English ivy
<i>Hemerocallis</i> hybrid	daylily	Family <i>Poaceae</i>	grass (lawn)
<i>Rhaphiolepis indica</i>	Indian hawthorn		

TABLE 4.4-3 WILDLIFE SPECIES OBSERVED AT THE PROJECT SITE

Scientific Name	Common Name	Scientific Name	Common Name
<i>Carpodacus mexicanus</i>	house finch	<i>Sialia mexicana</i>	western bluebird
<i>Corvus brachyrhynchos</i>	American crow	<i>Corvus corax</i>	common raven
<i>Columba livia</i>	rock pigeon	<i>Mimus polyglottos</i>	northern mockingbird
<i>Mimus polyglottos</i>	northern mockingbird	Suborder Anisoptera	dragonfly
<i>Tyrannus vociferans</i>	Cassin's kingbird	<i>Pieris rapae</i>	cabbage white butterfly
<i>Chamaea fasciata</i>	wrentit	<i>Pontia</i> sp.	white butterfly
<i>Carpodacus mexicanus</i>	house finch	<i>Plebejus acmon</i>	acmon blue butterfly
<i>Corvus brachyrhynchos</i>	American crow	<i>Limenitis lorquini</i>	Lorquin's admiral butterfly
<i>Chordeiles acutipennis</i>	lesser nighthawk	Family Formicidae	red ant
<i>Carduelis psaltria</i>	lesser goldfinch	Superfamily Apoidea	bee
<i>Chamaea fasciata</i>	wrentit	Order Orthoptera	grasshopper
<i>Pipilo maculatus</i>	spotted towhee	Suborder Anisoptera	dragonfly
Family Trochilidae	hummingbird	<i>Canis latrans</i>	coyote (scat)
<i>Columba livia</i>	rock pigeon	Leporidae family	Lagomorph (scat)
Family Hirundinidae	swallow	<i>Spermophilus beecheyi</i>	California ground squirrel
<i>Sayornis nigricans</i>	black phoebe	<i>Uta stansburiana</i>	Common side-blotched lizard

As shown, the OVMC site contains ruderal areas, coastal sage scrub, and landscaped areas primarily consisting of trees. In addition, Venturan coastal sage scrub observed on-site provides potentially suitable habitat for Plummer's mariposa lily (*Calochortus plummerae*), San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), and Davidson's bush mallow (*Malacothamnus davidsonii*), which are all listed species of plants (EDAW 2006a). However, no sensitive plant species, including Plummer's mariposa lily, San Fernando Valley spineflower, and

Davidson's bush mallow were detected in the potentially suitable habitat on-site. No locally designated species or plant communities have been documented or were observed at the site during any site visit or survey (see Technical Appendix).

Although no sensitive or listed species were observed on-site, the proposed project would remove approximately 0.8 acre of Venturan coastal sage scrub east of parking lot G and landscape trees during construction. Table 4.4-4 contains the details of the trees potentially removed as a result of the proposed project.

If clearing, grading, and tree removal activities for the addition occur during breeding bird season (generally February 1 through August 31), the proposed project would have the potential to impact nesting birds. To avoid potential impacts to native nesting birds that may be present on the site, mitigation measure BIO-1 is provided. With incorporation of this mitigation measure into the proposed project, potentially significant effects on native nesting birds would be mitigated to a less than significant level.

TABLE 4.4-4 LANDSCAPE TREES TO POTENTIALLY BE REMOVED

Scientific Name	Common Name	Approximate Number Removed
Area North of Existing Hospital		
<i>Citrus x meyeri</i>	meyer lemon	1
<i>Cupaniopsis anacardioides</i>	carrotwood	30
<i>Eucalyptus</i> sp. (possibly <i>camaldulensis</i> or <i>mannifera maculosa</i>)	eucalyptus	13
<i>Pyrus calleryana</i>	ornamental pear	18
<i>Liriodendron tulipifera</i>	yellow poplar	1
<i>Pinus</i> sp.	pine	2
Area East of Parking Lot G		
<i>Eucalyptus</i> sp. (possibly <i>camaldulensis</i> or <i>mannifera maculosa</i>)	eucalyptus	19
<i>Pinus</i> sp.	pine	1
<i>Schinus molle</i>	Peruvian peppertree	1

Mitigation Measure BIO-1. Should clearing, grading, or tree removal activities occur during the breeding season (generally March 1-August 31, as early as February 1 for raptors) for migratory non-game native bird species, weekly bird surveys shall be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys shall be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a

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protected native bird is found, all clearance/construction disturbance activities shall be halted in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or additional surveys shall be conducted in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Construction limits shall be established in the field with flagging and stakes or construction fencing to avoid a nest and construction personnel shall be instructed on the sensitivity of the area. The results of this measure shall be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

b) HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

No Impact. No riparian habitat or other sensitive natural communities are present on the site. None of the State-sensitive terrestrial natural plant communities listed in Table 4.4-1 is present at the subject property. Therefore, there is no potential for adverse effects on riparian habitat or other sensitive natural communities from the proposed project.

c) HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No Impact. There are no jurisdictional wetlands or waters of the U.S. on the site, and construction activities would not occur on any federally protected wetlands. Therefore, potential effects on wetlands or other jurisdictional waters would not occur as a result of the proposed addition.

d) INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

No Impact. The proposed project site is located in an urbanized area that does not provide habitat for any native resident or migratory fish or wildlife species. There are no rivers, streams, or other water bodies present on the project site. In addition, the existing site is not currently used

as a native wildlife nursery site. Because the site has long been isolated from native habitats, any potential habitat connections are highly constrained. Addition construction would not result in any permanent disruption to wildlife movement or migration, and no impacts would occur.

e) CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

No Impact. Potential landscape trees to be removed as part of the proposed addition are listed above in Tables 4.4-4. None of the landscape trees are protected by the County of Los Angeles Ordinance 22.56.2060 (County of Los Angeles 2005) or City of Los Angeles Ordinance 177404 (Department of City Planning 2006). The County ordinance prohibits damage or removal of any trees of the oak genus (*Quercus*) without a permit. The City ordinance protects oaks, southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*). None of these trees occur on the project site (EDAW 2006a). No other policies or ordinances for biological resources apply to the project site. No impacts would occur as a result of the proposed project.

f) CONFLICT WITH THE PROVISION OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

No Impact. The proposed project location does not contain biological resources that are managed under any habitat conservation plans. As such, no impacts to conservation plans would occur as a result of the proposed project.

4.5 CULTURAL RESOURCES

WOULD THE PROJECT:

a) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5?

Less Than Significant Impact. Archival research of the project area was conducted at the South Central Coastal Information Center (SCCIC), housed at California State University, Fullerton. The archival research involved review of historical files including an examination of historic maps and historic site inventories.

The archival research indicated that two previously identified historical resources are present within ½-mile of project area. The first previously identified historic resource is the Olive View Medical Center (OVMC) itself. Although a formal site record is not on file with the SCCIC, this

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historical resource is addressed in a Phase I Archaeological Study (Wlodarski 1991) and an Environmental Impact Report (Engineering Science 1992) prepared in connection with the proposed Police Driver Training Facility. The present OVMC was originally the site of the Olive View Tuberculosis Sanitarium Complex (OVTSC). The OVTSC was constructed within and immediately west of the project area between 1919 and 1925. Much of the original complex was destroyed by a 1962 fire and 1971 earthquake, and the majority of the buildings present on-site today were built in the 1980s. No historic buildings associated with this complex are being impacted by the proposed project.

The second previously recorded resource identified as a result of the archival research is the Pioneer Memorial Cemetery (19-186537) established in the early 1800s. This resource is located approximately four blocks southwest of the project at 14400 Foothill Boulevard. The Pioneer Memorial Cemetery (also known as Morningside Cemetery and San Fernando Cemetery) is listed on the National Register of Historic Places, is a California Register Historical Landmark and is also a Los Angeles Historic-Cultural Monument. Because the property is located approximately ¼-mile from the project area, no impacts to this historical resource would occur.

b) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5?

Less Than Significant Impact After Mitigation Incorporated. A review of available archaeological literature, including site records, survey reports, and relevant historical maps was conducted at the SCCIC. The archival research indicated that no archaeological sites have been previously recorded within ½-mile of the project area, nor have any sites been previously recorded within the proposed project area itself. A cultural resources survey was conducted at the site and an Archaeological Resources Assessment was prepared for the proposed project (Technical Appendix).

Two archaeological resources were identified as a result of the archaeological survey (EDAW 2006b). The first (OVMC-1) is a segment of the Maclay Highline, an underground water conveyance feature and a local spur of the Los Angeles Aqueduct, no longer in use. The Maclay Highline, likely named after Charles Maclay, a California State Senator and prominent San Fernando Valley developer in the late nineteenth century, originates from the Los Angeles Aqueduct near the Cascades in Sylmar and extends east to Maclay Reservoir. Within the proposed project area, the Maclay Highline runs beneath the proposed project, between Sycamore Avenue and the Wilson Canyon Channel. Although buried, it is estimated that the segment within the present project area extends approximately 1,115 feet.

Original plans for the line were completed on December 8, 1915, and the finished pipeline appears on historic maps dating to 1923. The line was constructed as one of three such lines, all of which served to distribute domestic and irrigation water to the San Fernando Valley. The other

two lines, the Chatsworth Highline and the River Supply Conduit, constructed around the same time period, are of a similar construction style. Damage sustained by the Maclay Highline in the 1971 Sylmar Earthquake was repaired and the line continued to be used until approximately 1990 when it was abandoned in favor of newly-constructed water conveyance lines.

The second archaeological resource (OVMC-2) identified as a result of the survey consists of two concrete foundations associated with the laundry and linens facility of the Olive View Tuberculosis Sanitarium Complex (OVTSC). The foundations are located immediately northeast of the intersection of Olive View Drive and Cobalt Avenue, outside of the boundaries of the proposed project.

Resources OVMC-1 and OVMC-2 were documented on Department of Parks and Recreation (DPR) 523 forms and will be assigned permanent trinomial designations by the State Office of Historic Preservation. Neither of these resources is considered eligible for California Register of Historical Resources listing. OVMC-2 is located outside the boundaries of the proposed project and no impact would occur. OVMC-1 is not considered eligible for registration as a historic resource and documentation of the line has been completed. As such, impacts to the Maclay Highline would be less than significant. Because the proposed project would involve excavation of areas currently beneath pavement which are not able to be surveyed and vegetation covers the area east of Parking Lot G, mitigation measure CUL-1 would ensure that impacts to potentially unknown resources beneath the proposed project would be less than significant.

Mitigation Measure CUL-1. In the event any archaeological materials are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.

c) DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OF UNIQUE GEOLOGIC FEATURE?

Less than Significant Impact. The OVMC project site is not a paleontological resources site, nor is it located within a paleontological resources area (Department of City Planning 1996a). No unique geologic features are known to exist within the OVMC site. The location of the proposed project has been previously disturbed and is currently a paved parking lot. Construction of the addition would not be expected to disturb any paleontological resources or alter any geologic features not previously disturbed. As such, impacts related to paleontological resources would be less than significant for the proposed project.

d) DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

Less than Significant Impact. No formal cemeteries or other places of human internment are known to exist at the OVMC site and no evidence of human remains was observed at the proposed project location. In addition, in the event human remains are encountered during construction activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines. As such, potential impacts to human remains would be less than significant for the proposed project.

4.6 GEOLOGY AND SOILS

WOULD THE PROJECT:

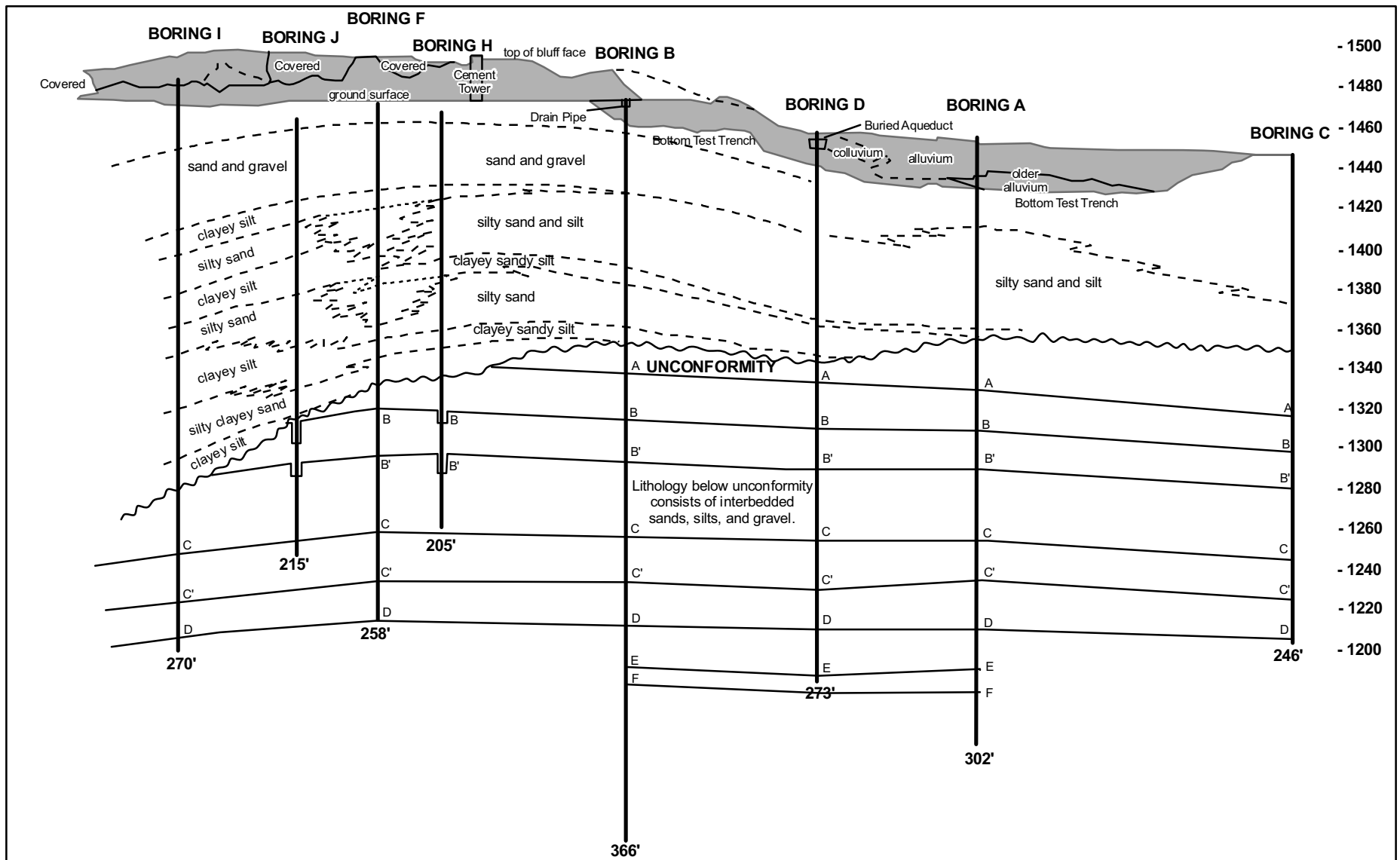
a) EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

i) RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.

Less than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was enacted to regulate development projects near active faults in order to mitigate the hazard of surface fault rupture. The California Geologic Survey (CGS) defines an active fault as one that has experienced surface displacement within Holocene time (the last 11,000 years) (CDMG 1997). The project site is located within an Alquist-Priolo Fault Zone (California Department of Conservation 1979) based on surficial ground cracking observed at the site following the February 9, 1971 magnitude 6.6 San Fernando Earthquake (URS 2005).

The proposed project site has undergone extensive geologic investigation following the observation of surface cracking. Studies conducted in 1971 by Woodward-McNeill & Associates determined that ground rupture at the site from active faulting in the future was not anticipated. Additional studies in 1974 included field mapping, trenching, borings, seismic refraction surveys, and uphole velocity surveys to produce a summary geologic cross section of the area (see Figure 4-1). The cross section showed no apparent subsurface faulting beneath the site, a conclusion supported by the geophysical surveys (URS 2005).

However, the cross section showed a geologic feature which could be interpreted as a surficial thrust fault or a geologic unconformity. A geologic unconformity is a break in the stratigraphic



Source: Woodward - McNeil and Associates 1974

Figure 4-1
Summary Geologic Cross Section

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geologic record caused by the erosion of the missing layers. The existence of a similar unconformity 2 miles east of the project site and the lack of major faulting in geologic mapping within the area support the interpretation of the feature as an unconformity and not a fault (URS

2005). Additionally, a 1973 study of the cracking following the San Fernando Earthquake by Ewoldsen and McNeill concluded that the cracking formed as a result of severe seismic shaking at the site and not from surface rupture of a fault. This conclusion was supported by Hart's 1995 investigation of similar cracking which appeared following the 1994 Northridge Earthquake (URS 2005). Based on the conclusions of the previous studies and geologic investigations (see Technical Appendix) at the project site, the probability of surface rupture at the site due to faulting is considered to be small. Accordingly, impacts associated with rupture of a known earthquake fault would be less than significant for the proposed project.

II) STRONG SEISMIC GROUND SHAKING?

Less than Significant Impact. The project site is located within five miles of several major faults: the Santa Susana fault, located less than 0.5 mile west of the project site; the Northridge fault, located approximately 0.6 mile northwest of the project site; the San Fernando fault, located approximately 1.8 miles southeast of the project site; the San Gabriel fault, located approximately 3 miles north of the project site; and the Verdugo-Eagle Rock fault, located approximately 5 miles southeast of the project site. In addition, several historic earthquakes have produced significant seismic shaking at the project site including the February 9, 1971 Magnitude 6.6 San Fernando earthquake, which caused significant damage to the previous hospital facilities, necessitating demolition of the original hospital building and replacement with the current structure; and the January 17, 1994 Magnitude 6.7 Northridge earthquake, which caused minor damage to the existing hospital facilities.

Due to the proximity to nearby regional fault systems, the project site is likely to experience strong seismic ground motion during the life of the project. The proposed addition would be built in conformance with all applicable design and building code standards, including the elastic response spectrum as defined by Section 1631.2 of the 2001 California Building Code. In addition, the structure would be designed and constructed in accordance with the seismic parameters outlined in the geotechnical investigation, included in the Technical Appendix. Accordingly, although the area would continue to be prone to seismic ground shaking, the addition of the proposed expansion project would have a less than significant impact related to risks associated with strong seismic ground shaking.

III) SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

Less than Significant Impact After Mitigation Incorporated. Liquefaction typically occurs when near-surface (usually upper 50 feet) saturated, clean, fine-grained loose sands, coupled with

a shallow groundwater table, are subject to intense ground shaking. A small portion of the northeast corner of the proposed addition footprint, shown on Figure 4-2, is located within a liquefaction hazard zone (California Department of Conservation 1999). However, groundwater at the site lies at a depth greater than 37 feet below ground surface and soils are known to be of a dense to very dense nature (URS 2005). Nevertheless, the proposed addition would be constructed in accordance with the 2001 California Building Code. Compliance with existing regulations and adherence to mitigation measure GEO-1 would ensure that impacts related to liquefaction would be less than significant for the proposed project.

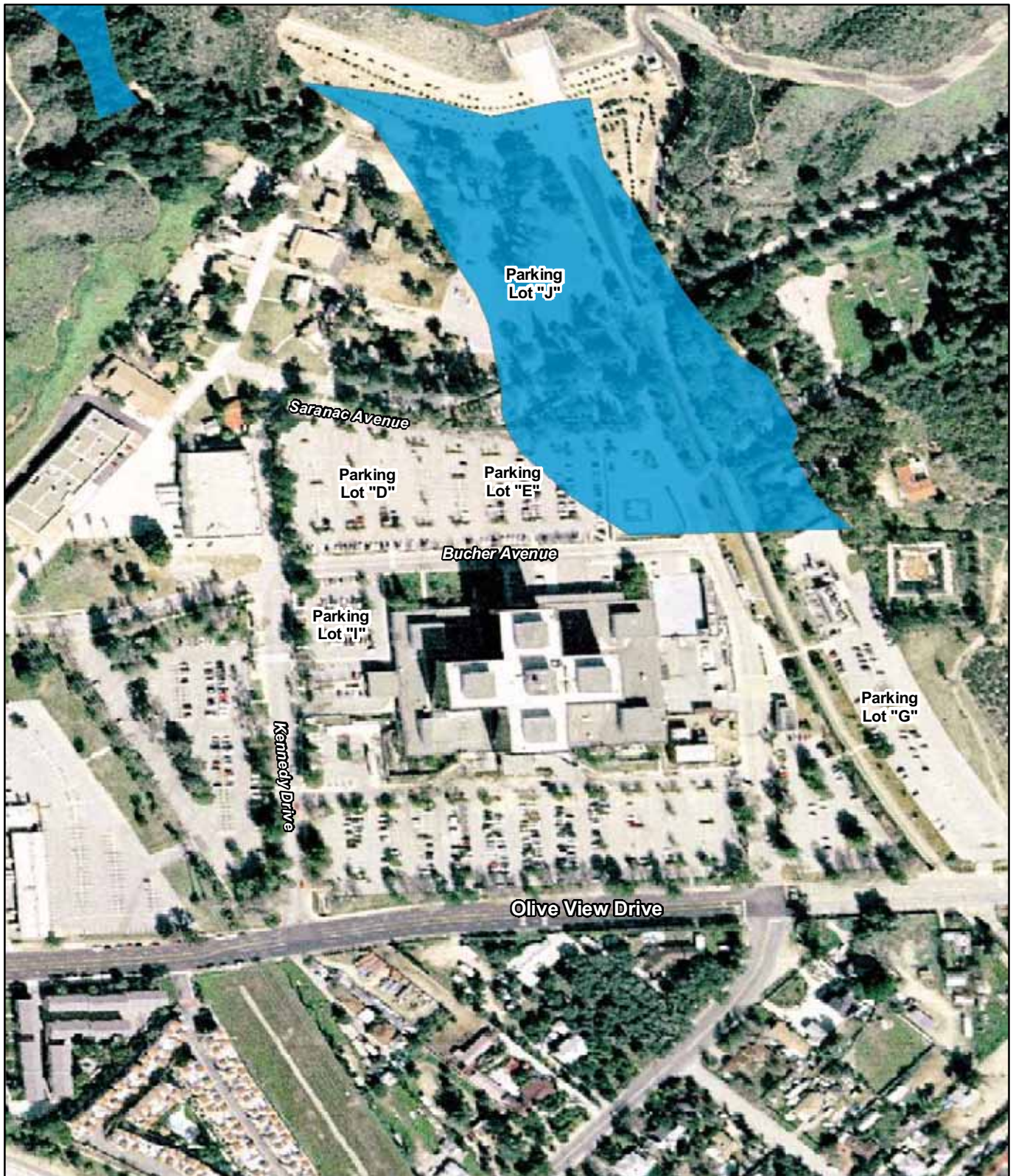
Mitigation Measure GEO-1. All of the existing undocumented fill within the proposed building areas shall be excavated and compacted for reuse as structural fill. The excavation shall extend a minimum of 5 feet beyond the building footprint.

IV) LANDSLIDES?

No Impact. The proposed project site is not located within an area designated by the City of Los Angeles as a landslide zone (California Department of Conservation 1999). The project area is underlain by a layer of generally medium dense artificial fill overlying generally dense to very dense alluvial soils, which are not prone to settlement under earthquake loading conditions. In addition, mitigation measure GEO-1 above would require the replacement of undocumented fill with recompacted structural fill. Based on the relatively dense materials underlying the site and that the foundations of the addition would extend either into recompacted engineered fill or the dense alluvial materials, the potential for significant differential seismic settlement is considered low. Accordingly, the proposed project is not expected to increase the risk or exposure of people to impacts from landslides.

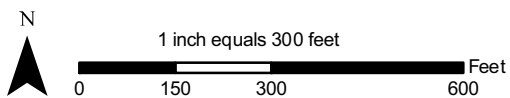
b) RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less than Significant Impact. The proposed project site is relatively flat and level, and would be graded during site preparation. The proposed project would disturb areas of land greater than one acre and would, accordingly, be subject to Storm Water Pollution Prevention Plan (SWPPP) requirements for erosion and sedimentation control during construction (see Section 4.8, Hydrology and Water Quality). Best management practices (BMPs) would be undertaken to control runoff and erosion from earth-moving activities such as excavation, grading, and compaction. All grading, excavation, and construction of foundations would be performed under the observation of a representative of the geotechnical engineer. Because the addition would be required to adhere to all applicable construction standards with regard to erosion control, impacts related to erosion or loss of topsoil would be less than significant for the project.



Source: GlobeXplorer (2006)

Figure 4-2
Liquefaction Hazard Zone



- c) BE LOCATED ON A GEOLOGICAL UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?**

Less than Significant Impact After Mitigation Incorporated. The site is situated near the northern margin of the Sylmar basin at the northern margin of the San Fernando Valley alluvial basin. Underlying the site is roughly 100 feet of dense to very dense Quaternary-age alluvial deposits comprised of sand, silt, gravel, and occasional cobbles. The Pleistocene-age sedimentary bedrock of the Pacoima Formation underlies the recent alluvial deposits to approximately 200 feet below ground surface (bgs). These geologic units are considered to be stable.

In May 2005, nine exploratory borings were drilled in the location of the proposed addition to a maximum depth of over 56 feet bgs. Soil samples collected revealed that the on-site top soils consist of approximately 5 to 20 feet of undocumented fill composed of medium dense to dense gravelly sand and rock fragments (URS 2005). The removal of undocumented fill under mitigation GEO-1 would reduce potential instability impacts such as landslides, lateral spreading, liquefaction, and collapse. With incorporation of the required mitigation measure, impacts related to soil stability would be less than significant for the proposed project.

Mitigation Measure GEO-1. All of the existing undocumented fill within the proposed building areas shall be excavated and compacted for reuse as structural fill. The excavation shall extend a minimum of 5 feet beyond the building footprint.

- d) BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?**

No Impact. The soils beneath the project site are primarily coarse-grained and are not considered to be expansive soil as defined in Table 18-1-B of the Uniform Building Code (URS 2005). Accordingly, no impacts would occur as a result of the proposed project.

- e) HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?**

No Impact. The proposed project would connect to an existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur.

4.7 HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

a) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

Less than Significant Impact. Operation of the addition would involve the routine storage, transport, and disposal of medical waste. Medical waste is generally defined as any solid waste that is generated in the diagnosis, treatment, or immunization of human beings or animals, in research pertaining thereto, or in the projection or testing of biologicals. All medical waste would be properly stored, transported, and disposed of, in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections 117600-118360 that pertain to small quantity generators. No other hazardous materials would be used at the medical center; therefore, no increase in public hazards would be expected to occur. Accordingly, impacts would be less than significant for the proposed project.

b) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Less than Significant Impact. Construction of the proposed expansion project is not anticipated to encounter contaminated soils or groundwater. A search of available environmental records (Technical Appendix) revealed one site which is listed on a database of hazardous materials sites within proximity of the project site; the Los Angeles County Fire Department #046 site (14425 Olive View Drive). The Castle Precision Industries site, incorrectly listed at 14148 Bledsoe Street, is actually located at 15148 Bledsoe Street, over 1.5 miles southwest of the hospital property, and is not anticipated to have impacted the soil or groundwater beneath the proposed expansion area.

The Fire Department site is located approximately 0.28 mile southwest of the proposed addition location. The site is listed on the Leaking Underground Storage Tank (LUST) database and the Cortese database, which contains sites having a known toxic material release. However, the leak was reported to have only affected a localized area of soil surrounding the tank. Because the leak has not affected groundwater, the soil and groundwater beneath the proposed addition is not anticipated to be contaminated. In addition, hazardous materials used for construction equipment (fuels, lubricants, solvents, etc.) would be handled and stored in accordance with the Storm Water Pollution Prevention Plan (SWPPP) required by the Construction General Permit. Accordingly,

impacts related to release of hazardous materials during construction of the proposed addition would be less than significant.

c) EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

No Impact. The nearest schools to the project area are Olive Vista Middle School (14600 Tyler Street) and Sylmar Elementary School (13291 Phillippi Avenue). Both schools are located over one mile south of the project site. In addition, the proposed project would not emit any hazardous emissions and the handling of medical waste, as discussed above, would be in compliance with applicable regulations. Accordingly, no impacts to local schools would occur as a result of the addition.

d) BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

No Impact. A search of available environmental records was conducted in compliance with the requirements of ASTM Standard Practice for Environmental Site Assessments. The database search, included in the Technical Appendix, determined that the proposed project site is not included on a list of hazardous materials sites (EDR 2006). Accordingly, no impacts from inclusion on a hazardous waste site would occur as a result of the proposed project.

e) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

No Impact. The project area is not located within an airport land use plan. The nearest airport to the project site is the Whiteman Airport located approximately 2.8 miles southeast (AirNav 2006). The proposed addition would not create a safety hazard from proximity to a public airport and no impact would occur as a result.

f) FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

No Impact. The project site is not located within the vicinity of a private airstrip. The nearest private airstrip to the site is Bohunk's Airpark Airport located approximately 27 miles northeast (AirNav 2006). The project site contains an existing helistop at the northern end of the hospital building, in the vicinity of the proposed addition. The helistop is permitted with a final approach and takeoff area (FATO) of 65 feet by 65 feet (Heliplanners 2006). The proposed addition would not conflict with the existing permit and would be in compliance with obstruction-clearance criteria (Heliplanners 2006). Helistop studies are included in the Technical Appendix. No impacts related to private airstrip vicinity would occur as a result of the proposed project.

g) IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

Less than Significant Impact. The proposed addition would relocate emergency drop-off to the east side of the emergency room (emergency drop-off is currently at the north end of the existing hospital). Temporary ambulance access at the north end of the existing hospital would remain along Bucher Avenue during construction. All emergency procedures would be implemented within local, State, and Federal guidelines. The proposed addition would conform to all City of Los Angeles access standards to allow adequate emergency access to the addition in the event of an emergency. Accordingly, impacts would be less than significant.

h) EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?

Less than Significant Impact. The project site is located in a designated Very High Fire Severity Zone (Department of City Planning 2006). However, the portion of the project site where the addition is proposed is entirely built and paved with surface parking lots and operational structures. The project would replace existing paved parking lots with hospital structures and paved parking. In addition, the proposed project would grade and gravel a currently vacant area of brush and grass, resulting in a decrease in the level of fire hazard at the site. The addition would not introduce a new use to a wildland fire area; therefore, impacts related to risk from wildland fires would be less than significant for the proposed project.

4.8 HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

a) VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?

CONSTRUCTION

Less than Significant Impact. The proposed addition would be subject to the regulations established in the statewide National Pollutant Discharge Elimination Standards (NPDES) general construction activity stormwater permit administered by the Regional Water Quality Control Board (RWQCB). Specific requirements include, at a minimum, BMPs for sediment control, construction materials control, site management, and erosion control. In addition, a SWPPP would be developed for construction materials and waste management as the expansion would require disturbance of more than 1 acre of land. In the event construction activities require the disturbance of soil during the rainy season as defined as October 1 through April 15, a wet weather erosion control plan (WWECP) would also be developed.

Adherence to RWQCB requirements would be enforced through plan check reviews and site inspection upon and following the issuance of a building permit or grading permit. Compliance with the above-mentioned requirements would reduce sediment-laden runoff, prevent the migration of contaminants from construction areas to surface waters, and ensure stormwater discharges do not violate applicable water quality standards. As such, potential construction impacts to water quality from polluted runoff would be less than significant for the proposed project.

OPERATION

Less than Significant Impact After Mitigation Incorporated. The proposed project would construct a 1.6 acre parking lot on a vacant, undisturbed area. In addition to the SWPPP, the RWQCB's Standard Urban Stormwater Mitigation Plan (SUSMP) requires parking lots with 5,000 square-feet or more of surface area or with 25, or more parking spaces and potential exposure to stormwater runoff, to permanently implement stormwater BMPs to prevent stormwater pollution during operation. In accordance with SUSMP requirements, addition-specific mitigation measure HYDRO-1 is provided to minimize polluted stormwater runoff from the parking lot. Mitigation measure HYDRO-1 would reduce impacts associated with violating water quality standards to a less than significant level for the proposed project.

Mitigation Measure HYDRO-1. Should the 1.6 acre area east of parking lot G be paved in the future, design feature BMPs shall be included to reduce the amount of pollutants transported to

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the municipal storm drain system. These features could include landscaped borders, regular cleaning, proper drainage, and properly designed trash storage.

b) SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED USES FOR WHICH PERMITS HAVE BEEN GRANTED)?

Less than Significant Impact. The OVMC site overlies the San Fernando Groundwater Basin, which is recharged through spreading grounds and infiltration of surface washes (DWR 2004). The proposed project would replace a paved, impervious parking lot with an impervious building and no increase in the overall area of impervious surface would occur. However, the analysis includes the potential paving of the 1.6 acre area east of parking lot G, which would increase the amount of impervious surface area by approximately 70,200 square feet. The increase in impervious surface area would reduce the amount of surface water absorbed beneath the site; however, the project site is not located on a spreading ground or designated groundwater recharge area and would not interfere with groundwater recharge. In addition, the proposed addition would use locally-provided water from an existing supply main and no wells would be drilled or operated. Accordingly, impacts to groundwater recharge and supplies would be less than significant for the proposed project.

c) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

CONSTRUCTION

Less than Significant Impact. The proposed addition would not alter the course of a stream or river, nor would it affect the drainage pattern of the site. Construction activities would result in temporary alterations of surface drainage characteristics at the project site. As discussed above, potential impacts related to erosion and siltation off-site would be addressed through compliance with RWQCB requirements during construction. Erosion impacts would be less than significant for the proposed project.

OPERATION

Less than Significant Impact. Operation of the proposed project would increase the amount of impervious surface area by approximately 70,200 square feet in the area east of parking lot G. However, implementation of addition mitigation measure HYDRO-1 would ensure that no erosion or siltation would occur. Urban runoff and stormwater flows would continue to discharge into the municipal storm drain system. As such, impacts would be less than significant for the proposed project.

- d) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?**

CONSTRUCTION

Less than Significant Impact. As discussed above, the proposed addition would not alter the course of a stream or river, nor would it affect the drainage pattern of the site. Temporary construction alterations would be subject to the requirements of the RWQCB and would adhere to the SWPPP prepared for the project.

OPERATION

Less than Significant Impact. Operation of the proposed addition would increase the amount of impervious surface area at the location of the 1.6 acre parking lot; however, runoff would continue to discharge to the municipal storm drain system and the site would remain relatively flat. Addition mitigation measure HYDRO-1 would ensure that erosion and siltation would not result from the increase in impervious surface area. Accordingly, the amount of surface runoff would not increase substantially as a result of the addition and impacts related to on- or off-site flooding would be less than significant.

- e) CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?**

Less than Significant Impact. The proposed addition would pave an undeveloped 1.6 acre area, which would increase the impervious surface area of the site. However, addition mitigation measure HYDRO-1 would ensure that the parking lot would be in compliance with the requirements of the RWQCB's SUSMP. As such, the rate and quantity of runoff would not be expected to increase as a result of the addition. Stormwater flows would continue to be directed to the municipal storm drain system surrounding the site and the project would not substantially

increase the rate or amount of surface runoff or exceed the capacity of existing stormwater drainage systems. Impacts would be less than significant for the proposed project.

f) OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?

Less than Significant Impact. Construction of the proposed addition would include grading and other construction activities that could cause deterioration of water quality. However, construction would comply with National Pollutant Discharge Elimination System (NPDES) regulations, through preparation of a SWPPP and incorporation of construction BMPs. Operation of the addition would also implement BMPs for site design and upkeep. Compliance with these regulations and standards would reduce potential impacts related to surface and groundwater water quality to less than significant for the proposed project.

g) PLACE HOUSING WITHIN A 100-YEAR FLOOD HAZARD AREA AS MAPPED ON A FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?

No Impact. The OVMC site is not located within the 100-year flood plain (Bureau of Engineering 2006). In addition, the proposed project would not involve the construction of housing. Accordingly, no significant impacts would be expected to occur as a result of the proposed project.

h) PLACE WITHIN A 100-YEAR FLOOD HAZARD AREA STRUCTURES, WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?

No Impact. As discussed above, the proposed addition would not be located within the 100-year flood plain (Bureau of Engineering 2006). Accordingly, the addition would not impede or redirect flood flows in the 100-year flood hazard area. No significant impacts would be expected to occur as a result of the proposed project of the expansion.

i) EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?

Less than Significant Impact. The Wilson Debris Basin is located approximately 0.2 mile north of the addition site and the spillway empties into a concrete lined channel which passes the project site approximately 300 feet to the east. However, the debris basin is typically empty of water and meets current seismic and flood requirements (URS 2005). The addition site is not located within a dam inundation area as designated by the City of Los Angeles (Department of City Planning 1994). Impacts related to flooding as a result of a failure of a levee or dam would be less than significant for the proposed project.

j) INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?

Less than Significant Impact. No large bodies of water which would be susceptible to seiches are located within close proximity to the addition site. In addition, the debris basin is intended to accommodate debris flows, including mudflows, and is designed to prevent downstream flooding from mass earth movement. Accordingly, impacts associated with seiche (wave-like oscillations of water in an enclosed basin caused by earthquakes, high winds or other atmospheric conditions) and mudflow would be less than significant for the proposed project. The project site is located approximately 21 miles northeast of the Pacific Ocean and is not located within a designated tsunami hazard zone (Department of City Planning 1994). Therefore, impacts associated with tsunami would be less than significant for the proposed project.

4.9 LAND USE AND PLANNING**WOULD THE PROJECT:****a) PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?**

No Impact. The proposed expansion would construct a 43,457 square-foot emergency and acute care addition within an existing 500-acre site currently utilized as a medical center and campus. The addition site is surrounded on the north and west by OVMC uses, with multi- and single-family residences to the east and across Olive View Drive to the south. Structures to be demolished would include a vending machine building and site finishes; no residents would be displaced as a result of the proposed expansion. Construction of the addition would serve the UCLA campus and community, and the proposed project would divide any established community.

b) CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING, BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, LOCAL COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

No Impact. The project site is zoned [Q]PF-1VL under the Los Angeles General Plan, and is designated as “Public Facility” in the Sylmar Community Plan. The proposed addition would be a permitted use under these designations, and would not conflict with any land use policies or programs (Department of City Planning 1996b). The addition would serve the UCLA campus and community, and would not conflict with any land use plan.

c) CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?

No Impact. As discussed above under 4.4 (a, b, and f), the OVMC site is not in an area that is subject to any habitat conservation plan or natural community conservation plan. Accordingly, no impact would occur as a result of the proposed project.

4.10 MINERAL RESOURCES

WOULD THE PROJECT:

a) RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?

No Impact. The OVMC site is not located within a mineral resource area as designated by the City of Los Angeles General Plan or the Sylmar Community Plan (Department of City Planning 2006). The proposed addition would not result in the loss of availability of minerals and no impacts to mineral resources would occur.

b) RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND USE PLAN?

No Impact. Refer to Mineral Resources response (a) above. No impact to locally important mineral resource recovery sites would occur as a result of the proposed project.

4.11 NOISE

WOULD THE PROJECT RESULT IN:

a) EXPOSURE OF PERSONS TO OR GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

CONSTRUCTION NOISE

Less than Significant Impact After Mitigation Incorporated. Construction noise levels at and near the proposed project would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Table 4.11-1 shows noise levels associated with various types of construction related equipment at 50 feet from the noise source compiled by

the Federal Transit Administration (1995). The list was used in this analysis to estimate construction noise.

TABLE 4.11-1 TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Noise Level 50 feet from source (dBA)
Backhoe	80
Compactor	82
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Loader	85
Paver	89
Truck	88
Source: Federal Transit Administration 1995.	

The magnitude of construction noise impacts depends on the type of construction activity, the noise level generated by various pieces of construction equipment, the distance between the activity and noise sensitive receivers, and any shielding effects that might result from local barriers, including topography. A reasonable worst-case assumption is that the three loudest pieces of equipment (backhoe, truck, and loader) would operate simultaneously. Table 4.11-2 illustrates estimated sound levels from construction activities as a function of distance under the worst-case assumption based on the noise levels summarized in Table 4.11-1.

TABLE 4.11-2 ESTIMATED CONSTRUCTION NOISE IN THE VICINITY OF AN ACTIVE CONSTRUCTION SITE

Distance Between Source and Receiver (ft)	Geometric Attenuation (dB)	Ground Effect Attenuation (dB)	Calculated Sound Level (dBA)
30	4	1	96
50	0	0	90
100	-6	-2	82
200	-12	-4	74
500	-20	-6	64
Calculations based on FTA 1995. Note: This calculation does not include the effects, if any, of local shielding from walls, topography or other barriers which may reduce sound levels further. Estimates are based on calculations of a backhoe, truck, and loader operating simultaneously for one hour, including height of sources, height of receiver, and ground type factor.			

The construction noise levels presented in Table 4.11-2 represent conservative worst-case conditions in which the maximum amount of construction equipment would be operating at one time and do not include any local shielding effects. Simultaneous operation of a backhoe, truck, and loader would result in a combined noise level of 90 A-weighted decibels (dBA) at 50 feet. These estimated maximum noise levels would not be continuous, nor would they be typical of

noise levels throughout the construction period; average noise levels would be anticipated to be approximately 10 dBA less. Table 4.11-2 shows that construction equipment noise during grading activities would exceed 75 dBA at a distance of 50 feet.

Los Angeles Municipal Code and the Los Angeles Building Code

Section 41.40 of the Los Angeles Municipal Code indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM of the following day on any weekday, before 8:00 AM or after 6:00 PM on any Saturday, or at any time on any Sunday. Section 112.05 of the Los Angeles Building Code specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery shall be prohibited.

The existing hospital would be located immediately adjacent to sources of construction noise. As seen in Table 4.11-2, sensitive receptors located at the hospital would potentially be exposed to temporary, short-term external noise levels of over 96 dBA. This represents the worst-case scenario and is considered to be unlikely to occur. Typical noise levels experienced by the existing hospital are anticipated to be approximately 86 dBA, remaining in excess of the city limitation. Mitigation measures NOISE-1 through NOISE-3 provided below would reduce construction noise experienced by patients at the existing hospital. As such, the proposed project would comply with the Los Angeles Municipal and Building Codes and impacts related to on-site receptors would be less than significant.

Mitigation Measure NOISE-1. The construction contractor shall require all construction equipment, stationary and mobile, to be equipped with properly operating and maintained muffling devices.

Mitigation Measure NOISE-2. When feasible, the construction contractor shall require stationary construction equipment and vehicle staging areas to be placed such that noise is directed away from the hospital.

Mitigation Measure NOISE-3. Simultaneous use of the backhoe, truck, and loader shall be minimized when feasible.

The off-site receptors closest to the hospital addition site are the residences south of Olive View Drive, at a distance of approximately 675 feet. As seen in Table 4.11-2, maximum, short-duration noise levels at this distance would be less than 64 dBA with average noise levels approximately 10 dBA less. The closest receptors to the new parking lot site are residences approximately 200 feet south of the site, across Olive View Drive. As seen in Table 4.11-2, maximum, short-duration noise levels at this distance would be less than 75 dBA. These noise levels

are in compliance with Los Angeles Municipal and Building Codes, and the impacts to off-site receptors would be less than significant.

OPERATIONAL NOISE

Less than Significant Impact. The noise levels generated by the normal operations of the project are not expected to result in a significant increase in the ambient noise levels. It is estimated that an average 1,004 new vehicle trips to and from the OVMC would be generated by the project (MMA 2006). Fifty percent of the traffic would use Olive View drive to and from the Foothill Freeway via the ramps at Roxford Street. The other 50 percent would use Foothill Boulevard, Roxford Street, and Bledsoe Street for access. Table 4.11-3 shows the estimated increases in volumes and traffic noise levels.

TABLE 4.11-3 ESTIMATED TRAFFIC AND NOISE LEVEL INCREASES

Roadway	Existing Volume (ADT)	Project Volume (ADT)	Volume Increase (percent)	Noise Increase (dBA)
Olive View Drive – I-210 ramps to Kennedy	5,660	1,090	19%	0.8
Roxford Street south of I-210 ramps	10,030	550	5%	0.2
Bledsoe Street – Olive View to Foothill Blvd	3,780	620	16%	0.7
Bledsoe Street – south of Foothill Blvd	4,820	510	11%	0.4
Foothill Blvd - east of Bledsoe Street	9,630	600	6%	0.3
ADT – Average daily trips; estimated as 10 times the PM peak hour volumes. Data provided by Meyer, Mohaddes Associates.				

The above noise level estimates are based on the traffic study which was prepared for a larger scale version of the project. As such, noise level estimates are overly conservative. Despite the higher than would be anticipated estimates, the noise level increases would be less than 1 dBA, which would not be perceptible to most people.

General Plan Land Use

The City of Los Angeles General Plan Noise Element acts as the policy document that outlines guidelines for noise and land use compatibility for development and planning purposes. The guideline applicable to hospitals is shown in Table 4.11-4.

TABLE 4.11-4 GUIDELINES FOR NOISE COMPATIBLE LAND USE

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Hospital	A	A	C	C	N	N	U
A	Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.			N	Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.		
C	Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.			U	Clearly unacceptable. New construction or development generally should not be undertaken.		
Source: Department of City Planning 1999							

The principal sources of noise to the project site are vehicles on the Foothill Freeway and Olive View Drive. Noise levels from the roadways at the site were estimated using the Federal Highway Administration Highway Traffic Noise Model, with further consideration that reduction of noise from the roadways to most of the site is provided by the main hospital and other buildings. Noise levels at the addition site are estimated at less than 65 dBA CNEL. With normal hospital construction, interior noise levels would be less than 45 dBA CNEL and the land use would be compatible. General Plan land use consistency impacts associated with the proposed project would be less than significant.

b) EXPOSURE OF PERSONS TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Less Than Significant Impact. The proposed project would not be expected to result in the generation of excessive groundborne vibration or groundborne noise levels. Construction of the addition would not require blasting or pile driving, and therefore would not be expected to result in groundborne vibration or noise. Groundborne vibration and noise resulting from demolition and excavation activities would be minor. Impacts would be less than significant for the proposed project.

c) A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Less Than Significant Impact. As discussed above, operation of the proposed project of the expansion would have a less than significant impact on permanent ambient noise levels.

d) A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Less Than Significant Impact. As discussed above, mitigation measures NOISE-1 through NOISE-3 would reduce impacts related to construction noise from the addition to a less than significant level.

e) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. As discussed in section 4.7 above, the project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport. The proposed project would not result in noise impacts related to proximity to an airport.

f) FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. The OVMC is not located in the vicinity of any private airstrips. As such, no noise impacts from proximity to private airstrips would occur as a result of the proposed project.

4.12 POPULATION AND HOUSING

WOULD THE PROJECT:

a) INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

CONSTRUCTION

Less than Significant Impact. During construction of the proposed addition, the work force is expected to be generated from the existing labor pool in the County of Los Angeles. No new homes or commercial businesses would be created and no infrastructure improvements would occur. As such, impacts to population growth during construction would be less than significant for the proposed project.

OPERATION

Less than Significant Impact. The proposed emergency and acute care addition would employ approximately 255 employees during full operation, approximately 90 of which would be new hires. It is expected that the relatively small number of employees at the addition would be from the local area. The proposed project would not induce population growth, but would serve the existing population in the Sylmar community. No population changes are anticipated as a result of the addition; therefore, impacts would be less than significant for the proposed project.

b) DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

No Impact. The proposed addition would not displace any existing housing. Therefore, the proposed project would not result in impacts to housing nor necessitate the construction of replacement housing. No impact would occur as a result.

c) DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

No Impact. The proposed addition would not displace any people, or result in the need for replacement housing. No impact would occur as a result of the proposed project of the project.

4.13 PUBLIC SERVICES

WOULD THE PROJECT

a) RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE FOLLOWING PUBLIC SERVICES:

l) FIRE PROTECTION?

Less than Significant Impact. The City of Los Angeles Fire Department Station 91, located at 14430 Polk Street, would serve the proposed addition. Station 91 is one of 7 neighborhood stations serving a 73 square-mile area in Battalion 12. Operational activities of the proposed project would not generate a significant number of emergency calls to the fire department. On occasion, patients may need to be transported to a larger hospital for emergency services. In such

case, an ambulance service may be called. However, this would not be expected to occur on a regular basis and would not represent a significant increase in emergency calls in the area. The proposed addition would not result in an increase in the demand for fire protection services which would necessitate new or updated facilities, and would be adequately served by existing fire protection services. The addition would be constructed in accordance with Federal, State, and local requirements regulating fire safety, including turning radii, sprinklers, emergency shut-off valves, etc. Impacts would be less than significant for the proposed project.

II) POLICE PROTECTION?

Less than Significant Impact. Mission Community Police Station, located at 11121 N. Sepulveda Blvd, would serve the proposed addition. In addition, the OVMC maintains its own security staff. The proposed uses of the addition are not anticipated to generate a significant number of calls to the police department and operation of the proposed project would not generate a need for additional police protection facilities or cause any significant demand on existing police services. Impacts to police protection would be less than significant for the proposed project.

III) SCHOOLS?

No Impact. The proposed addition is intended to provide needed medical services to the existing Sylmar community and would not provide new housing or a large number of employment opportunities; therefore it would not generate new students or increase the demand on local school systems. No impact to schools would occur as a result of the proposed project.

IV) PARKS?

Less than Significant Impact. There are no parks within the immediate vicinity of the OVMC site. The project site is located approximately 1.14 miles north of Sylmar Park, 1.37 miles east of Stetson Ranch Equestrian Park, and 1.43 miles west of Veterans Memorial Park. In addition, the San Gabriel Mountains are located less than one mile north of the project site. The Sylmar Community Plan classifies the upper portions of the OVMC site as open space and the Sylmar Community Plan Map identifies an area less than a half-mile to the west as a potential equestrian trail stop and assembly area (Department of City Planning 1996b).

The proposed addition is intended to serve the existing Sylmar community. Construction and operation would not affect existing or tentatively proposed parks, nor would they require the development of any new park facilities. As such, impacts to parks would be less than significant for the proposed project.

V) OTHER PUBLIC FACILITIES?

No Impact. The proposed addition is not expected to adversely impact any other governmental services in the area, and would serve to benefit the local community by providing increased emergency and acute care facilities for the community. No impacts to other public facilities would occur as a result of the proposed project.

4.14 RECREATION

WOULD THE PROJECT:

- a) INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?**

No Impact. Refer to question 4.13(e) above. No impacts related to increased usage of neighborhood parks would occur as a result of the proposed addition.

- b) INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES, WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?**

No Impact. The proposed addition is intended to provide medical services to the existing Sylmar community and would not result in the creation of any new recreational facilities or expansion of existing recreation facilities. As such, the proposed project would not impact existing recreational opportunities.

4.15 TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

- a) CAUSE AN INCREASE IN TRAFFIC THAT IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO CAPACITY RATIO ON ROADS, OR CONGESTION AT INTERSECTIONS)?**

A traffic study was conducted for a former proposed expansion and analyzed a larger scale project. The report was used for the smaller scale proposed project as the numbers and calculations can be used as an overly conservative estimate of future conditions. The traffic study is included in the Technical Appendix. A total of five intersections were identified for analysis:

- Roxford Street and Interstate-210 (I-210) Westbound Ramps;
- Roxford Street and I-210 Eastbound Ramps;
- Kennedy Drive and Olive View Drive;
- Bledsoe Street/Reagan Road and Olive View Drive; and
- Bledsoe Street and Foothill Boulevard.

Future base conditions for the build year (2009) were projected based on existing conditions, ambient traffic growth, and cumulative traffic growth associated with related projects identified in the project area estimated to be complete by that year. Impacts were determined using the City of Los Angeles Department of Transportation (LADOT) thresholds, which are presented in Table 4.15-1.

TABLE 4.15-1 LADOT THRESHOLDS

Preproject		Project V/C Increase
LOS	V/C	
C	0.700 – 0.800	0.040 or more
D	0.800 – 0.900	0.020 or more
E/F	0.900 or more	0.010 or more

Construction

Less Than Significant Impact. Construction equipment necessary for the proposed project would remain on-site in staging areas and would not require transport to and from the site daily. Bucher Avenue would be closed as a result of the proposed project; however, traffic would continue to flow along Reagan Road and Kennedy Drive. Temporary road or lane closures along Reagan Road and Kennedy Drive are not anticipated; however, potential closures resulting from construction would occur during the day and would be restricted to the off-peak hours. In such cases, traffic flow will be maintained in accordance with a traffic control plan approved by the DPW, Traffic and Lighting Division and LADOT and impacts to traffic during construction of the proposed project would be less than significant.

Operation

Less Than Significant Impact. Under 2009 base conditions, all five study intersections are projected to operate at an acceptable level of service during both AM and PM peak hours (MMA 2006). Implementation of the proposed project is expected to generate approximately 1,004 daily trips, of which 96 would occur during the weekday AM peak hour and 111 during the weekday PM peak hour. Table 4.15-2 compares the 2009 base conditions to the projected levels of service resulting from implementation of the proposed project. As shown, impacts to traffic load and capacity would be less than significant for the proposed project.

TABLE 4.15-2 INTERSECTION LEVELS OF SERVICE ANALYSIS

Intersection	2009 Base Conditions				Conditions with Implementation of Proposed project						Significant Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
	LOS	V/C	LOS	V/C	LOS	V/C	ΔV/C*	LOS	V/C	ΔV/C*	
Roxford Street and I-210 Westbound Ramps	A	0.570	A	0.538	A	0.584	0.014	A	0.555	0.017	N
Roxford Street and I-210 Eastbound Ramps	B	0.602	A	0.429	B	0.619	0.017	A	0.443	0.013	N
Kennedy Drive and Olive View Drive	A	0.456	A	0.337	A	0.497	0.041	A	0.390	0.053	N
Bledsoe Street and Olive View Drive	A	0.338	A	0.352	A	0.365	0.027	A	0.387	0.035	N
Bledsoe Street and Foothill Boulevard	A	0.325	A	0.396	A	0.329	0.004	A	0.406	0.010	N
* ΔV/C represents change in volume/capacity ratio following implementation of the proposed project											

b) EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE LOS ANGELES COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?

Less than Significant Impact. A Congestion Management Program (CMP) Mainline Freeway Segment Analysis is required for all freeway monitoring stations where the proposed project will add 150 or more trips. Table 4.15-3 shows the number of trips that would be added to the Foothill Freeway as a result of implementation of the proposed expansion.

TABLE 4.15-3 PROJECT-ADDED TRIPS AT FREEWAY MONITORING STATIONS

Freeway Analysis Segment	Project-Added Trips by Direction		Traffic Impact Analysis Required?	
	WB	EB	WB	EB
Weekday AM Peak Hour				
I-210 Freeway east of Polk Street	23	9	No	No
Weekday PM Peak Hour				
I-210 Freeway east of Polk Street	13	26	No	No

Because the traffic report analyzed a larger project, the proposed project would actually add fewer trips than shown above. Despite the higher number of trips analyzed in the traffic study, the increase in the number of trips at the freeway monitoring station is well below the 150-trip threshold and no CMP Mainline Freeway Segment Analysis is required. In addition, none of the study intersections are part of the 164 CMP Arterial monitoring locations. Accordingly, impacts to designated roads and highways resulting from implementation of the proposed project would be less than significant.

c) RESULTS IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?

No Impact. The proposed addition does not have the potential to affect air traffic patterns. No impacts would occur as a result of the proposed project.

d) SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less Than Significant Impact. Traffic flow during the construction would be maintained in accordance with a traffic control plan approved by LADOT. New driveways for emergency room and ambulance access would be created as a result of the proposed addition. Design of the driveways would be in accordance with LADOT standards. No hazards or incompatible uses would be created; therefore, design-related impacts would be less than significant.

e) RESULT IN INADEQUATE EMERGENCY ACCESS?

Less than Significant Impact. Refer to Section 4.8(g) for discussion of emergency access. Impacts would be less than significant for the proposed project.

f) RESULT IN INADEQUATE PARKING CAPACITY?

Less than Significant Impact. During construction of the addition, all of the approximate 440 visitor parking spaces in lots D and E north of the existing hospital would be used for construction staging. The area east of parking lot G would be covered in gravel for use as parking during construction. Based on the similar shape and size of the area to existing lot G, the gravel area is anticipated to provide approximately 200 parking spaces. Overflow parking from lots D and E would be accommodated in the additional visitor/patient lots, such as lot C, throughout the OVMC site.

Following construction, the footprint of the proposed addition would permanently reduce the number of parking spaces in lots D and E by approximately 196 spaces and in lot I by approximately 36 spaces. However, the additional spaces in the area east of lot G would continue to accommodate approximately 200 employee cars during operation of the proposed project. Visitors displaced by the reduction in parking at lot I would be relocated to parking lot D. The proposed gravel area east of parking lot G in conjunction with existing lots throughout the site would provide temporary and permanent parking relief due to addition-related impacts to parking in lots D, E, and I. As such, impacts related to parking capacity would be less than significant for the proposed project.

g) CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?

Less than Significant Impact. Implementation of the proposed addition would involve the demolition of existing bus stop locations along Bucher Avenue and Kennedy Drive currently serviced by Metro Lines 90/91 and 94 and Santa Clarita Transit line 790. The existing Metro Line route through OVMC travels along Bucher Avenue, which would be demolished as part of the proposed project. However, prior to the start of construction, the Metro Line route would be re-routed to Saranac Avenue and demolished bus stops would be restored at new locations along the proposed new route. Impacts to alternative transportation policies, plans, and programs would be less than significant following implementation of the proposed project.

4.16 UTILITIES AND SERVICE SYSTEMS

WOULD THE PROJECT:

a) EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?

Less than Significant Impact. The City of Los Angeles Department of Public Works (LADPW) operates wastewater conveyance and treatment systems throughout the City. The Tillman water reclamation plant serves the wastewater needs of the project area. The Tillman plant has the capacity to treat up to 80 million gallons of wastewater per day (mgd) and processes an average daily flow of approximately 65 mgd (Bureau of Sanitation 2006). Accordingly, the plant operates well below capacity each day, and has adequate capacity for additional wastewater flow. The proposed addition would connect to an existing sewer line, which would transport waste to the Tillman water reclamation plant, where wastewater is treated. The wastewater would consist primarily of sanitary sewage from the proposed health center and would be treated with other wastewater in the area. Table 4.16-1 shows the expected wastewater assumptions for medical buildings.

TABLE 4.16-1 ESTIMATED WASTEWATER GENERATION BY THE PROPOSED PROJECT

Land Use	Size	Generation Rate ¹	Total Wastewater Generation (gpd)
Emergency (Medical Building)	31,888 sf	0.25 gallons/sf/day	7,972
Acute Care (Hospital)	30 beds	75 gallons/bed/day	2,250
Total Proposed Addition Wastewater Generation			10,222
Source: Bureau of Sanitation, 2004.			
¹ Wastewater generation rate for Medical Building.			

As shown, the proposed addition is expected to consume approximately 10,222 gallons of water per day. Accordingly, the addition would not exceed wastewater treatment requirements and impacts would be less than significant for the proposed project.

b) REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. As discussed above, LADPW operates the Tillman water reclamation plant, which serves the project area. Los Angeles Department of Water and Power (LADWP) provides water service to the City of Los Angeles and some unincorporated areas of Los Angeles County. LADWP updates its Urban Water Management Plan (UWMP) yearly to identify each year's increase in water consumption, identify available water supplies, identify conservation efforts, assess reliability of water sources and supply, and create a water contingency analysis. LADWP's UWMP is the primary document outlining and planning for the agency's future needs. In 2005, water consumption in Los Angeles was at levels nearly equal to that of 20 years ago despite a significant increase in population (LADWP 2004).

As discussed above, the Tillman water reclamation plant has adequate capacity to accept and treat wastewater from the proposed addition. As such, impacts resulting from existing capacity of wastewater treatment facilities would be less than significant for the proposed project.

Construction of the proposed addition would not be expected to require a significant amount of water, and would not be expected to have a significant impact on the local or regional water supplies. Existing water mains currently serving the OVMC would provide service to the addition during operation. The addition would employ approximately 90 new employees at maximum operation and would serve patients from the surrounding community. The addition would incorporate low-flow fixtures in accordance with Federal, State, and local conservation requirements. Table 4.16-2 shows the expected operational water usage for the addition.

TABLE 4.16-2 ESTIMATED WATER CONSUMPTION BY THE PROPOSED PROJECT

Land Use	Size	Consumption Rate ¹	Total Water Consumption (gpd)
Emergency (Medical Building)	31,888 sf	0.3 gallons/sf/day	9,567
Acute Care (Hospital)	30 beds	90 gallons/bed/day	2,700
Total Proposed Addition Water Consumption			12,267
Source: Bureau of Sanitation, 2004.			
¹ Consumption rate based on 120 percent of wastewater generation rate for Medical Building.			

4 Impacts and Mitigation

The water usage resulting from operation of the proposed addition is anticipated to be approximately 12,267 and would not significantly impact the local supply. In addition, water supply facilities operate based on projected increases in population. As such, the addition would be adequately served by existing water supplies. Therefore, impacts would be less than significant for the proposed project.

c) REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. As discussed in Section 4.8 above, the proposed addition would discharge surface runoff to the existing municipal storm drain system. The existing system would accommodate the minimal increase in stormwater flow and would not require the construction of new facilities or expansion of existing facilities. Impacts to storm water drainage facilities would be less than significant.

d) HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?

Less than Significant Impact. Refer to question 4.16(b) above. As stated, the operation of the addition would be expected to consume approximately 12,267 gallons of water per day, which would be adequately provided by LADWP. The proposed project's anticipated consumption and generation is considered to have minimal impact, and because the water supply and wastewater treatment facilities in Los Angeles County operate based on projected increases in population, this use would be adequately served by utility operations. The water usage resulting from operation of the proposed addition would not significantly impact the local supply and impacts would be less than significant for the proposed project.

e) RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?

Less than Significant Impact. The addition is expected to employ approximately 90 people at full operation. The proposed project of the expansion would serve patients from the surrounding community. No increase in population would result and any increase in sanitary sewage to the existing sewerage system would be negligible. The existing system would have adequate capacity to serve the proposed project. Therefore, impacts would be less than significant for the addition.

f) BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?

Less than Significant Impact. With the exception of construction debris, the proposed project would not result in generation of significant amounts of solid waste. Construction activities for the proposed project would consist of minor demolition, excavation, grading, building construction, utility connections, and paving. The total construction period is expected to last approximately 24 months. An estimated 200 cubic yards of construction debris would be generated during demolition, and it would be recycled or transported to the nearest landfill site for proper disposal. Approximately 7,200 cubic yards of soil would be exported during construction of the addition; exported soil would be transported to the nearest facility accepting clean soil for disposal. The amount of debris and soil generated would not be expected to significantly impact landfill capacities. During operation of the addition, most daily waste generated would be recycled. The project would not result in the need for new solid waste facilities. Impacts would be less than significant for the proposed project.

g) COMPLY WITH FEDERAL STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

Less than Significant Impact. With the exception of construction debris, which would be recycled or disposed of in accordance with applicable regulations, the proposed addition would not result in significant generation of solid waste. The majority of the waste created during operation of the proposed project would be recycled and all medical waste would be properly disposed of in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections 117600-118360 that pertain to small quantity generators. Impacts would be less than significant for the proposed project.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

a) DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL, OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?

Less than Significant Impact. The proposed addition has the potential to degrade the environment due to potential water quality impacts should the area east of parking lot G be paved

4 Impacts and Mitigation

in the future. Trash and contaminant associated with parking surfaces could result in potentially significant water quality impacts should they be transported in runoff from the paved area. However, this potentially significant impact would be mitigated to a less than significant level. In addition, implementation of the addition could potentially degrade the environment through exceedance of PM₁₀ LST thresholds during construction. Mitigation provided above would reduce potentially impacts to air quality to a less than significant level.

Potentially significant impacts to the number of endangered animals could occur as a result of the addition should construction activities disturb nesting birds. However, mitigation is provided to reduce any potential impacts to potential nesting birds related to implementation of the proposed project to a less than significant level. Construction of the addition also has the potential to disturb unknown cultural resources beneath the footprint of the building and in the undisturbed area east of parking lot G. Mitigation is provided to address this potentially significant impact. Accordingly, the project would not eliminate important examples of the major periods of California history or prehistory.

b) DOES THE PROJECT HAVE IMPACTS THAT ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (“CUMULATIVELY CONSIDERABLE” MEANS THAT THE INCREMENTAL EFFECTS OF A PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS.)

Less than Significant Impact. The proposed project is located in a highly developed portion of Northeast Los Angeles. Cumulative development within the project area and the region could result in potentially significant environmental impacts. Future development is anticipated and planned for in various local and regional plans applicable to the project area including the City of Los Angeles General Plan, the Sylmar Community Plan, the SCAQMD Air Quality Management Plan, the Regional Transportation Plan, the Regional Water Quality Control Plan, and the Southern California Association of Governments Regional Comprehensive Plan and Guide. The environmental documents prepared for these documents address the significant cumulative effects of future development that could occur under the plans and identify ways to mitigate those effects. According to the State CEQA Guidelines (Section 15064(i)(3)), a Lead Agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. A related project list was prepared for the proposed project and is presented in Table 4-17-1 below.

TABLE 4-17-1 RELATED PROJECTS

Project	Address	Size¹
OVMC Psychiatric Urgent Care	14445 Olive View Dr	43.5 ksf
Storage Facility	14400 Olive View Dr	234.2 ksf
Jack in the Box	15000 Olive View Dr	4.6 ksf
Medical Office	14124 Foothill Blvd	14.4 ksf
First Lutheran School	13361 Glenoaks Blvd	350 stu
Apartment Building	13160 Dronfield Ave	96 dus
Sylmar Residential Development	13485 Herrick Ave	44 dus
Olson Sylmar Residential	13140 Gladstone Ave	69 dus
Bradley Avenue Condo/Subdivision	12700 Bradley Ave	67 dus
Barry's Chevron Car Wash	13570 Hubbard St	10 bays
Foothill Blvd Townhouse Project	13551 Foothill Blvd	95 dus
VTT-60872	13159 Wheeler Ave	59 dus
Los Angeles Mission College	13356 Eldridge Ave	6,894 stu
Hubbard St. Commercial Center	14113 Hubbard St	42.0 ksf
Sylmar Shopping Center	14110 Hubbard St	20.0 ksf
Foothill Blvd Condo Project	13461 Foothill Blvd	92 dus
LA Family Housing Project	13441 Foothill Blvd	Mixed Use
TT-53868	16079 Yarnell St	62 dus
San Fernando Rd Mixed Use Project	12455 San Fernando Rd	88 dus
Sylmar Industrial Project	13503 San Fernando Rd	600.0 ksf
Silver Oaks Residential	16400 Foothill Blvd	550 dus
1 du – dwelling units; ksf – 1,000 square feet; stu – students		
Source: MMA 2006		

The proposed addition is consistent with local and regional land use, air quality, water quality and transportation plans. In addition, each project would be required to conduct their own independent environmental analysis and mitigate and potential impacts associated with implementation of those projects. Accordingly, the expansion of the OVMC in the Sylmar community is not anticipated to result in cumulatively considerable impacts.

c) DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS, WHICH WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

Less than Significant Impact. The addition would not result in substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are provided to reduce the project's potential effects on air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, and noise below the level of significance. No additional mitigation measures would be required. Adverse effects on human beings resulting from implementation of the proposed project would be less than significant.

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6 LIST OF PREPARERS

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7 RESPONSE TO COMMENTS

The Draft IS/MND was distributed for public review on December 18, 2006, initiating a 30-day public review period pursuant to CEQA and its implementing guidelines. During this public review period, one letter of comment was received from a public agency and no letters of comment were received from citizens. A copy of the comment letter is provided in this section, as well as DPW responses to the individual comments contained in the letter.

**NATIVE AMERICAN HERITAGE COMMISSION**

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December 27, 2006

Mr. Sy Nguyen, Project Manager
Los Angeles County Department of Public Works
900 South Fremont Avenue, 5th Floor
Alhambra, CA 91803-1331

Re: SCH#2006121054: CEQA Notice of Completion: draft Initial Study and Mitigated Negative Declaration: Olive View Medical Center Emergency Services Expansion and Acute Care Unit Project; Los Angeles County Department of Public Works; Los Angeles County, California

Dear Mr. Nguyen:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section:
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact, particularly the contacts of the on the list.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

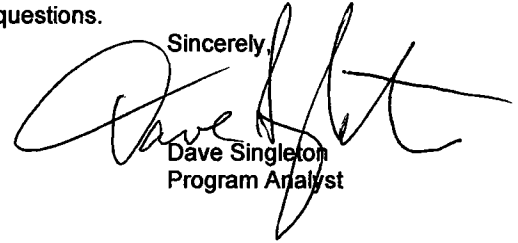
* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", with a large, stylized flourish extending from the end of the signature.

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

LETTER 1: NATIVE AMERICAN HERITAGE COMMISSION

<u>Comment No.</u>	<u>Response</u>
1-1	An archaeological records search was conducted at the South Central Coastal Information Center at California State University, Fullerton on January, 23, 2006. The search indicated that eleven cultural resources investigations have taken place within a one-mile radius of the project area and one historical resource has been previously recorded. No archaeological resources were previously recorded within the proposed project area itself; however, it was determined that a survey of the area was required.
1-2	An archaeological field survey of the project area was conducted on June 27, 2006. The Archaeological Survey Report summarizing the findings of the survey was finalized in September, 2006 and is included in the Technical Appendix of this Final IS/MND. The two identified resources were recorded on Department of Parks and Recreation forms to be assigned permanent trinomial designations by the State Office of Historic Preservation.
1-3	The Native American Heritage Commission was contacted for a Sacred Land File search of the project area. No such sites were identified within the vicinity of the project site.
1-4	Section 4.5 of the Final IS/MND includes mitigation to ensure identification and evaluation of accidentally discovered archaeological resources in accordance with CEQA Section 15064.5. No areas of archaeological sensitivity were identified within the project area; therefore, no certified archaeological monitor or culturally affiliated Native American would be required to monitor ground disturbing activities. The mitigation presented in Section 4.5 provides for the appropriate treatment measures, including disposition of recovered artifacts, should they be discovered.
1-5	The IS/MND did not identify the presence or likely presence of Native American human remains within the APE; therefore, no agreements with Native Americans are required.
1-6	The IS/MND did not identify the presence or likely presence of human remains within the APE; however, text has been added to Section 4.5 to clarify the project's compliance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines.

1-7 No significant cultural resources were discovered during the course of project planning; therefore, no avoidance is necessary.

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8 MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the final plans and specifications and project construction phase of the Olive View Emergency Services Expansion and Acute Care Unit Project.

The Los Angeles County Department of Public Works is the lead agency responsible for implementation of the mitigation measures identified in the MND. The MMRP includes the following information:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement agency; and
- the monitoring agency.

The MMRP also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

TABLE 8-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Implementation Phase ¹	Monitoring Phase ¹	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
AIR QUALITY						
AIR-1. Active grading/excavation areas shall be watered at least 3 times daily during construction.	Construction	Construction	Los Angeles County Department of Public Works (DPW)			
BIOLOGICAL RESOURCES						
BIO-1. Should clearing, grading, or tree removal activities occur during the breeding season (generally March 1-August 31, as early as February 1 for raptors) for migratory non-game native bird species, weekly bird surveys shall be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys shall be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, all clearance/construction disturbance activities shall be halted in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or additional surveys shall be conducted in order to locate any nests. If an active nest is located, clearing and construction with 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Construction limits shall be established in the field with flagging and stakes or construction fencing to avoid a nest and construction personnel shall be instructed on the	Construction	Construction	DPW			

Mitigation Measure	Implementation Phase ¹	Monitoring Phase ¹	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
sensitivity of the area. The results of this measure shall be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.						
CULTURAL RESOURCES						
CUL-1. In the event any archaeological materials are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.	Construction	Construction	DPW			
GEOLOGY AND SOILS						
GEO-1. All of the existing undocumented fill within the proposed building areas shall be excavated and compacted for reuse as structural fill. The excavation shall extend a minimum of 5 feet beyond the building footprint.	Construction	Construction	DPW			
HYDROLOGY AND WATER QUALITY						
HYDRO-1. the 1.6 acre area east of parking lot G be paved in the future, design feature BMPs shall be included to reduce the amount of pollutants transported to the municipal storm drain system. These features could include landscaped borders, regular cleaning, proper drainage, and properly designed trash storage.	Construction	Construction	DPW			
NOISE						
NOISE-1. The construction contractor shall require all construction equipment, stationary and mobile, to be equipped with properly operating and maintained muffling devices.	Construction	Construction	DPW			

Mitigation Monitoring and Response Program

Mitigation Measure	Implementation Phase ¹	Monitoring Phase ¹	Enforcement Agency	Verification of Compliance		
				Initial	Date	Remarks
NOISE-2. When feasible, the construction contractor shall require stationary construction equipment and vehicle staging areas to be placed such that noise is directed away from the hospital. NOISE-3. Simultaneous use of the backhoe, truck, and loader shall be minimized when feasible.						

Olive View Medical Center Emergency Services Expansion and Acute Care Unit Project

Technical Appendix

Prepared For:
County of Los Angeles
Department of Public Works
Project Management Division I
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Prepared By:
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December 2006

APPENDIX A

**URBEMIS Calculations, Biological Survey Memo, Archaeological Resources Assessment,
EDR Report Summary, Helistop Study Memos, and Traffic Impact Study**

URBEMIS Calculations

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\OliveView Psych Trailer.urb
Project Name: Olive View Psychiatric Trailer
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	26.97	20.52	26.78	0.01	10.76	0.76	10.00
TOTALS (lbs/day, mitigated)	26.97	20.52	26.78	0.01	7.36	0.76	6.60

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.28	0.08	0.79	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	2.95	3.83	40.10	0.02	3.68

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	3.23	3.91	40.89	0.02	3.68

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\OliveView Psych Trailer.urb
Project Name: Olive View Psychiatric Trailer
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2007
Construction Duration: 6
Total Land Use Area to be Developed: 3 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 11500

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	10.00	-	10.00
Off-Road Diesel	3.10	19.88	25.68	-	0.76	0.76	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.04	0.11	1.10	0.00	0.00	0.00	0.00
Maximum lbs/day	3.14	19.99	26.78	0.00	10.76	0.76	10.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	1.58	11.13	12.25	-	0.46	0.46	0.00
Bldg Const Worker Trips	0.08	0.15	1.68	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	23.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.03	0.01	0.33	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.79	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.12	6.64	9.50	-	0.21	0.21	0.00
Asphalt On-Road Diesel	0.17	2.60	0.61	0.01	0.07	0.07	0.00
Asphalt Worker Trips	0.01	0.00	0.07	0.00	0.00	0.00	0.00
Maximum lbs/day	26.97	20.52	24.42	0.01	0.76	0.74	0.02
Max lbs/day all phases	26.97	20.52	26.78	0.01	10.76	0.76	10.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	2.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jan '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Jan '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
0	Cranes	190	0.430	4.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Jun '07
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Jun '07
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 2
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	6.60	-	6.60
Off-Road Diesel	3.10	19.88	25.68	-	0.76	0.76	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.04	0.11	1.10	0.00	0.00	0.00	0.00
Maximum lbs/day	3.14	19.99	26.78	0.00	7.36	0.76	6.60
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	1.58	11.13	12.25	-	0.46	0.46	0.00
Bldg Const Worker Trips	0.08	0.15	1.68	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	23.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.03	0.01	0.33	0.00	0.01	0.00	0.01
Asphalt Off-Gas	0.79	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.12	6.64	9.50	-	0.21	0.21	0.00
Asphalt On-Road Diesel	0.17	2.60	0.61	0.01	0.07	0.07	0.00
Asphalt Worker Trips	0.01	0.00	0.07	0.00	0.00	0.00	0.00
Maximum lbs/day	26.97	20.52	24.42	0.01	0.76	0.74	0.02
Max lbs/day all phases	26.97	20.52	26.78	0.01	7.36	0.76	6.60

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '07
Phase 2 Duration: 0.7 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	2.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jan '07
Phase 3 Duration: 5.3 months
Start Month/Year for SubPhase Building: Jan '07
SubPhase Building Duration: 5.3 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
0	Cranes	190	0.430	4.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Jun '07
SubPhase Architectural Coatings Duration: 0.5 months
Start Month/Year for SubPhase Asphalt: Jun '07
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 2
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.08	0.06	0	0.00
Hearth - No summer emissions					
Landscaping	0.11	0.00	0.72	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.16	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.28	0.08	0.79	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	2.95	3.83	40.10	0.02	3.68
TOTAL EMISSIONS (lbs/day)	2.95	3.83	40.10	0.02	3.68

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Medical office building		36.13 trips/1000 sq. ft.	11.50	415.50
Sum of Total Trips				415.50
Total Vehicle Miles Traveled				2,424.83

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home- Work	Home- Shop	Home- Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Architectural Coatings: # ROG/ft² (residential) changed from 0.0185 to 0.0111
Architectural Coatings: # ROG/ft² (non-res) changed from 0.0185 to 0.0111
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.

Changes made to the default values for Area

The hearth option switch changed from on to off.
The landscape length of the summer period (in days) changed from 180 to 240.
The landscape year changed from 2005 to 2007.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2007.

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\OliveView Hosptal Addn.urb
Project Name: Olive View Emerg Serv/Acute Care Addition
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	5.67	48.59	41.77	0.02	11.79	1.73	10.06
TOTALS (lbs/day, mitigated)	5.67	48.59	41.77	0.02	4.99	1.73	3.26

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day,unmitigated)	3.68	23.95	29.88	0.00	0.93	0.91	0.02
TOTALS (lbs/day, mitigated)	3.68	23.95	29.88	0.00	0.93	0.91	0.02

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2009 ***							
TOTALS (lbs/day,unmitigated)	46.74	32.40	43.21	0.00	1.19	1.15	0.04
TOTALS (lbs/day, mitigated)	46.74	32.40	43.21	0.00	1.19	1.15	0.04

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.69	0.28	0.89	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	6.97	8.92	94.88	0.07	10.20

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	7.66	9.20	95.77	0.07	10.20

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\OliveView Hospital Addn.urb
Project Name: Olive View Emerg Serv/Acute Care Addition
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: September, 2007
Construction Duration: 24
Total Land Use Area to be Developed: 4 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 41000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.11	-	0.11
Off-Road Diesel	1.71	11.68	13.63	-	0.48	0.48	0.00
On-Road Diesel	0.02	0.32	0.07	0.00	0.01	0.01	0.00
Worker Trips	0.01	0.02	0.34	0.00	0.00	0.00	0.00
Maximum lbs/day	1.74	12.02	14.04	0.00	0.60	0.49	0.11
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	10.00	-	10.00
Off-Road Diesel	5.05	35.73	39.18	-	1.48	1.48	0.00
On-Road Diesel	0.58	12.84	2.16	0.02	0.30	0.25	0.05
Worker Trips	0.04	0.02	0.43	0.00	0.01	0.00	0.01
Maximum lbs/day	5.67	48.59	41.77	0.02	11.79	1.73	10.06
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	5.67	48.59	41.77	0.02	11.79	1.73	10.06
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	3.58	23.89	28.73	-	0.91	0.91	0.00
Bldg Const Worker Trips	0.09	0.05	1.15	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	3.68	23.95	29.88	0.00	0.93	0.91	0.02
Max lbs/day all phases	3.68	23.95	29.88	0.00	0.93	0.91	0.02

*** 2009***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	3.58	23.02	29.31	-	0.84	0.84	0.00
Bldg Const Worker Trips	0.09	0.05	1.06	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	41.37	-	-	-	-	-	-
Arch Coatings Worker Trips	0.09	0.05	1.06	0.00	0.02	0.00	0.02
Asphalt Off-Gas	0.18	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.39	8.68	11.54	-	0.30	0.30	0.00
Asphalt On-Road Diesel	0.03	0.60	0.12	0.00	0.01	0.01	0.00
Asphalt Worker Trips	0.01	0.01	0.12	0.00	0.00	0.00	0.00
Maximum lbs/day	46.74	32.40	43.21	0.00	1.19	1.15	0.04
Max lbs/day all phases	46.74	32.40	43.21	0.00	1.19	1.15	0.04

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Sep '07
Phase 1 Duration: 1 months
Building Volume Total (cubic feet): 6600
Building Volume Daily (cubic feet): 270
On-Road Truck Travel (VMT): 15
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
0	Concrete/Industrial saws	30	0.730	8.0
0	Off Highway Trucks	417	0.490	8.0
0	Other Equipment	190	0.620	8.0
0	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 3 months
On-Road Truck Travel (VMT): 495
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Off Highway Trucks	150	0.490	2.0
1	Other Equipment	190	0.620	8.0
1	Rubber Tired Loaders	165	0.465	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jan '08
Phase 3 Duration: 20 months
Start Month/Year for SubPhase Building: Jan '08
SubPhase Building Duration: 18.5 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

Start Month/Year for SubPhase Architectural Coatings: Jul '09

SubPhase Architectural Coatings Duration: 1 months

Start Month/Year for SubPhase Asphalt: Jul '09

SubPhase Asphalt Duration: 2 months

Acres to be Paved: 3

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
0	Graders	174	0.575	8.0
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.02	0.27	0.23	0	0.00
Hearth - No summer emissions					
Landscaping	0.10	0.00	0.66	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.57	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.69	0.28	0.89	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Hospital	6.97	8.92	94.88	0.07	10.20
TOTAL EMISSIONS (lbs/day)	6.97	8.92	94.88	0.07	10.20

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Hospital		24.49 trips/1000 sq. ft.	41.00	1,004.09
Sum of Total Trips				1,004.09
Total Vehicle Miles Traveled				6,727.40

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home- Work	Home- Shop	Home- Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Hospital				25.0	12.5	62.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Site Grading Miles/Round Trip changed from 20 to 90

Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0111

Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0111

Phase 2 mitigation measure Soil Disturbance: water 3x daily
has been changed from off to on.

Changes made to the default values for Area

The hearth option switch changed from on to off.

The landscape length of the summer period (in days) changed from 180 to 360.

The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.

Biological Survey Memo

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TO Sy Nguyen
Los Angeles County Department of Public Works, PMD1;
Luis Gomez
Los Angeles County Department of Health Services

FROM Jeanette Duffels

DATE June 20, 2006

CC Marisa Grivas

SUBJECT Directed Surveys for Special Status Plants at Los Angeles County Olive View-UCLA Medical Center

On June 14, 2006, EDAW biologist Jeanette Duffels performed directed surveys for Plummer's mariposa lily (*Calochortus plummerae*), San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), and Davidson's bush mallow (*Malacothamnus davidsonii*) in suitable habitat areas of Los Angeles County Olive View-UCLA Medical Center (OVMC). The OVMC is located in the northern San Fernando Valley, in the Sylmar planning area of the City of Los Angeles. The site is east of the Golden State (I-5) Freeway, and approximately ¼ mile north of the Foothill (I-210) Freeway. Areas surveyed for these species were the ruderal and Venturan coastal sage scrub areas adjacent to Parking Lot G to the east, just north of Olive View Drive.

Methods

Prior to the survey, research was conducted for sensitive species and sensitive vegetation communities that have the potential to be in the project area (Table 1). The California Native Plant Society (CNPS) lists 1A, 1B, and 2 were consulted, and a query of the California Department of Fish and Game Natural Diversity Data Base (CNDDB) was run for the USGS 7.5 minute topographical series *San Fernando* quadrangle, which contains the survey area. As a result of the query, federal and state-endangered species Nevin's barberry (*Berberis nevinii*), slender-horned spineflower (*Dodecahema leptoceras*), California orcutt grass (*Orcuttia californica*), and least Bell's vireo (*Vireo bellii pusillus*) have the potential to occur in the project area based on geographical proximity to known occurrences. Also with the potential to occur are federally endangered mountain yellow-legged frog (*Rana muscosa*); state-endangered San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*); western yellow-billed cuckoo (*Coccyzus americanus occidentalis*); federally threatened Santa Ana sucker (*Catostomus santaanae*); and California special concern species western spadefoot (*Spea hammondi*). Other sensitive species with the potential to occur on-site are as follows: Greata's aster (*Aster greatae*), Plummer's mariposa lily (*Calochortus plummerae*), Davidson's bush mallow (*Malacothamnus davidsonii*), and coastal western whiptail (*Aspidoscelis tigris stejnegeri*). Four sensitive plant communities, Riversidian alluvial fan sage scrub, southern coast live oak riparian forest, southern cottonwood-willow riparian forest and southern sycamore alder riparian woodland, were also determined to have the potential to be present in the survey area. While these species and plant communities have previously been documented in the San Fernando area, none of these species are reported from the project site or its immediate area.

Table 1
Federally and State-Listed Species, and Other Sensitive or
Special-Status Species Recorded in Historical Data for the
USGS San Fernando 7.5-Minute Topographic Quadrangle

Scientific Name	Common Name	Special Status	CNPS	Potential Habitat
Plant Species				
<i>Aster greatae</i>	Greata's aster	none	List 1B	Absent
<i>Berberis nevinii</i>	Nevin's barberry	FE, SE	List 1B	Absent
<i>Calochortus plummerae</i>	Plummer's mariposa lily	none	List 1B	Present
<i>Chorizanthe parryi</i> var. <i>fernandina</i>	San Fernando Valley spineflower	FC, SE	List 1B	Present
<i>Dodecahema leptoceras</i>	slender-horned spineflower	FE, SE	List 1B	Absent
<i>Malacothammus davidsonii</i>	Davidson's bush mallow	none	List 1B	Present
<i>Orcuttia californica</i>	California orcutt grass	FE, SE	List 1B	Absent
Fish Species				
<i>Catostomus santaanae</i>	Santa Ana sucker	FT, CSC	—	Absent
Amphibian Species				
<i>Rana muscosa</i>	mountain yellow-legged frog	FE, CSC	—	Absent
<i>Spea</i> (= <i>Scaphiopus</i>) <i>hammondii</i>	western spadefoot	CSC	—	Absent
Reptile Species				
<i>Aspidoscelis tigris</i> <i>stejnegeri</i>	coastal western whiptail	none	—	Absent
Avian Species				
<i>Coccyzus americanus</i> <i>occidentalis</i>	western yellow-billed cuckoo	FC, SE	—	Absent
<i>Vireo bellii pusillus</i>	least Bell's vireo	FE, SE	—	Absent
Sensitive Vegetation Communities				
	Riversidian alluvial fan sage scrub	State sensitive	—	Absent
	southern coast live oak riparian forest	State sensitive	—	Absent
	southern cottonwood-willow riparian forest	State sensitive	—	Absent
	southern sycamore-alder riparian woodland	State sensitive	—	Absent
FE = Federally listed as Endangered FT = Federally listed as Threatened FC = Federal Candidate species (former Category 1 candidate species) where enough data are on file to support listing SE = State-listed as Endangered CSC = California Species of Concern by CDFG List 1B = Plants rare, threatened, or endangered in California and elsewhere Sources: USFWS (1992,1995,1996,1997,and 1998),CNDDDB (2006), and CNPS (2006)				

Previous site visits by EDAW biologists (Andrea CurryLow and Jeanette Duffels) on June 7 and 8, 2006 determined the presence of potentially suitable habitat for Plummer's mariposa lily (*Calochortus plummerae*), San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), and Davidson's bush mallow (*Malacothamnus davidsonii*) in the Venturan coastal sage scrub areas of OVMC property. The Venturan coastal sage scrub is dominated by dense stands of mature California buckwheat (*Eriogonum fasciculatum*) and California sagebrush (*Artemisia californica*).

The survey was conducted by personnel familiar with the phenology of all target plants was conducted on a date coinciding with the blooming period of each target special status plant (Plummer's mariposa lily, May-July; San Fernando Valley spineflower, April-July; and Davidson's bush mallow, June-January). The site was thoroughly examined by walking meandering transects through the vegetation. All species present were identified to the extent possible, to determine they were not sensitive species. All plants were identified to the species level when possible using the Jepson Manual (Hickman 1993).

Results

On June 14, 2006, EDAW biologist Jeanette Duffels performed directed surveys for Plummer's mariposa lily, San Fernando Valley spineflower, and Davidson's bush mallow in potentially suitable habitat areas of OVMC. No sensitive plant species or plant communities were detected during the survey. Air temperature was approximately 85° F and skies were clear. The survey required three hours. Plant species identified during the survey are listed in Table 2.

Table 2
Plant Species Observed at Olive View Medical Center (June 14, 2006)

Scientific Name	Common Name
Coastal Sage Scrub	
<i>Artemisia californica</i>	California sagebrush
<i>Baccharis salicifolia</i>	mule fat
<i>Camissonia micrantha</i>	miniature suncup
<i>Camissonia</i> sp.	suncup
<i>Centaurea melitensis</i> *	tocalote
<i>Cuscuta</i> sp.	dodder
<i>Eriodictyon crassifolium</i>	yerba santa
<i>Eriogonum fasciculatum</i>	California buckwheat
<i>Erodium botrys</i> *	filaree
<i>Eucalyptus</i> sp.*	eucalyptus
<i>Gnaphalium californicum</i>	California cudweed
<i>Hirschfeldia incana</i> *	summer mustard
<i>Lepidospartum squamatum</i>	scale-broom
<i>Lotus scoparius</i>	deer weed
<i>Lotus</i> sp.	lotus
<i>Malosma laurina</i>	laurel sumac
<i>Marrubium vulgare</i> *	horehound
<i>Schinus molle</i> *	California pepper
Ruderal	
<i>Ambrosia artemisiifolia</i> *	common ragweed
<i>Avena fatua</i> *	wild oat
<i>Bromus madritensis</i> *	foxtail chess

<i>Camissonia micrantha</i>	minature suncup
<i>Centaurea melitensis</i> *	tocalote
<i>Chamaesyce maculata</i> *	spotted spurge
<i>Conyza canadensis</i>	horseweed
<i>Eriogonum</i> sp.	wild annual buckwheat
<i>Erodium botrys</i> *	filaree
<i>Erodium cicutarium</i> *	filaree
<i>Eucalyptus</i> sp.*	eucalyptus
<i>Filago californica</i>	filago
<i>Heterotheca grandiflora</i>	telegraph weed
<i>Hirschfeldia incana</i> *	summer mustard
<i>Lepidospartum squamatum</i>	scale-broom
<i>Lobularia maritima</i> *	sweet alyssum
<i>Lotus purshianus</i> var. <i>purshianus</i>	Spanish clover
<i>Lotus scoparius</i>	deer weed
<i>Ricinus communis</i> *	castor bean
* non-native species	

Sources:

California Department of Fish and Game (CDFG). 2006. *California Natural Diversity Database of State and Federally Listed Endangered and Threatened Animals of California List*. Sacramento, CA: California Department of Fish and Game.

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Archaeological Resources Assessment

**ARCHAEOLOGICAL RESOURCES ASSESSMENT
FOR THE PROPOSED
OLIVE VIEW MEDICAL CENTER
EMERGENCY SERVICES EXPANSION
CITY OF LOS ANGELES, CALIFORNIA**

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MANAGEMENT SUMMARY

EDAW, Inc. (EDAW) was retained by the County of Los Angeles, Department of Public Works (LADPW) to conduct an archaeological resources assessment for the proposed Olive View Medical Center (OVMC) Emergency Services Expansion project in the community of Sylmar, City of Los Angeles, California. The LADPW proposes to construct a 43,457 square-foot addition to the existing OVMC.

The proposed Olive View Medical Center Emergency Services Expansion is considered a “project” under the California Environmental Quality Act (CEQA). Accordingly, the archaeological resources assessment has been conducted pursuant to CEQA guidelines. This document reports the results of the archival research and archaeological survey and provides an evaluation of the archaeological resources identified within the project area. Results of this study will be incorporated into a Mitigated Negative Declaration (MND) for this project.

An archaeological records search for the project was conducted at the South Central Coastal Information Center housed at California State University, Fullerton on January 23, 2006. The search indicated that eleven cultural resources investigations have taken place within one mile radius of the proposed project area and one historic resource has been previously recorded. No archaeological resources were previously recorded within the proposed project area itself.

An archaeological field survey of the project area was conducted on June 27, 2006. The project area lies within existing Olive View Medical Center. The Olive View Tuberculosis Sanitarium Complex was constructed within and immediately west of the project area between 1919 and 1925. Much of the original complex was destroyed by a 1962 fire and 1971 earthquake, and the majority of the buildings present on-site today were built in the 1980s. A small undeveloped area exists within the project area, containing native Venturan coastal sage scrub.

Two archaeological sites were identified as a result of the archaeological survey. Site OVMC-1 is a segment of the Maclay Highline, an underground water conveyance feature and a local spur of the Los Angeles Aqueduct. The Maclay Highline runs beneath the proposed Emergency and Acute Care Addition, between Sycamore Avenue and the Wilson Canyon Channel. Site OVMC-2 consists of the foundations of two laundry buildings associated with the original Olive View Tuberculosis Sanitarium Complex. The foundations are located immediately northeast of the intersection of Olive View Drive and Cobalt Avenue. The two identified resources were recorded on Department of Parks and Recreation (DPR) forms and will be assigned permanent trinomial designations by the State Office of Historic Preservation. The resources identified are not considered eligible for California Register of Historical Resources listing.

In the event additional cultural resources are encountered within the project area during construction, it is recommended that these resources be evaluated by a qualified archaeologist.

INTRODUCTION

This document reports an archaeological resources assessment in connection with the proposed expansion of the Olive View Medical Center (OVMC), located in the northern San Fernando Valley community of Sylmar in the City of Los Angeles, California. This survey and assessment was conducted to support the Mitigated Negative Declaration (MND) required for this project under the California Environmental Quality Act (CEQA).

REPORT ORGANIZATION

This report is organized following the Archeological Resource Management Reports (ARMR): Recommended Contents and Format guidelines, Department of Parks and Recreation, Office of Historic Preservation, State of California, 1990. These guidelines provide a standardized format and suggested report content, scaled to the size of the project. First, project description and location information are provided. Next, the environmental and cultural settings are presented along with a brief historic overview of the project area. A description of the archival and field survey research methods follows. The final section summarizes the results of the research and provides recommendations for resource eligibility and further work.

PROJECT PERSONNEL

EDAW personnel involved in the cultural resources assessment are as follows: Monica Strauss, M.A., R.P.A., principal investigator and report author; John Dietler, M.A., R.P.A., report author; Sara Dietler, B.A., surveyor; Candace Ehringer, M.A., R.P.A., archival researcher; and Marisa Grivas, graphics specialist. Resumes of key personnel are included in Appendix A.

PROJECT DESCRIPTION

The following section provides a description of the project location and setting and describes the various project components to be constructed.

PROJECT LOCATION AND SETTING

The County of Los Angeles, Department of Public Works (LADPW) proposes to construct a 43,457 square-foot addition to the existing Olive View Medical Center (OVMC).

The Los Angeles County OVMC is located in the northern San Fernando Valley, in the Sylmar planning area of the City of Los Angeles (Figure 1). The site is east of Interstate-5 (Golden State Freeway), and approximately ¼ mile north of Interstate-210 (Foothill Freeway). The OVMC campus comprises over 500 acres in Sylmar, north of Olive View Drive into the foothills, extending beyond Bledsoe Drive on the east and to Bucher Avenue on the west. Most medical center services are carried out near the main hospital building, located north of Olive View Drive, between Reagan Road and Kennedy Drive. This central area consists of the primary hospital facility, parking, and utilities. The six-story medical center building is approximately 440,000 gross square-feet, and houses out- and in-patient services. Related uses at the medical campus include cogeneration and utility facilities, laboratories, and doctor's apartments and bungalows, administration and finance offices, and police and security services. Parking, maintenance, and doctors' apartments are located west of Kennedy Drive; parking and hospital recreation facilities are located north of Saranac Avenue; and parking and utilities are located east of Reagan Road.

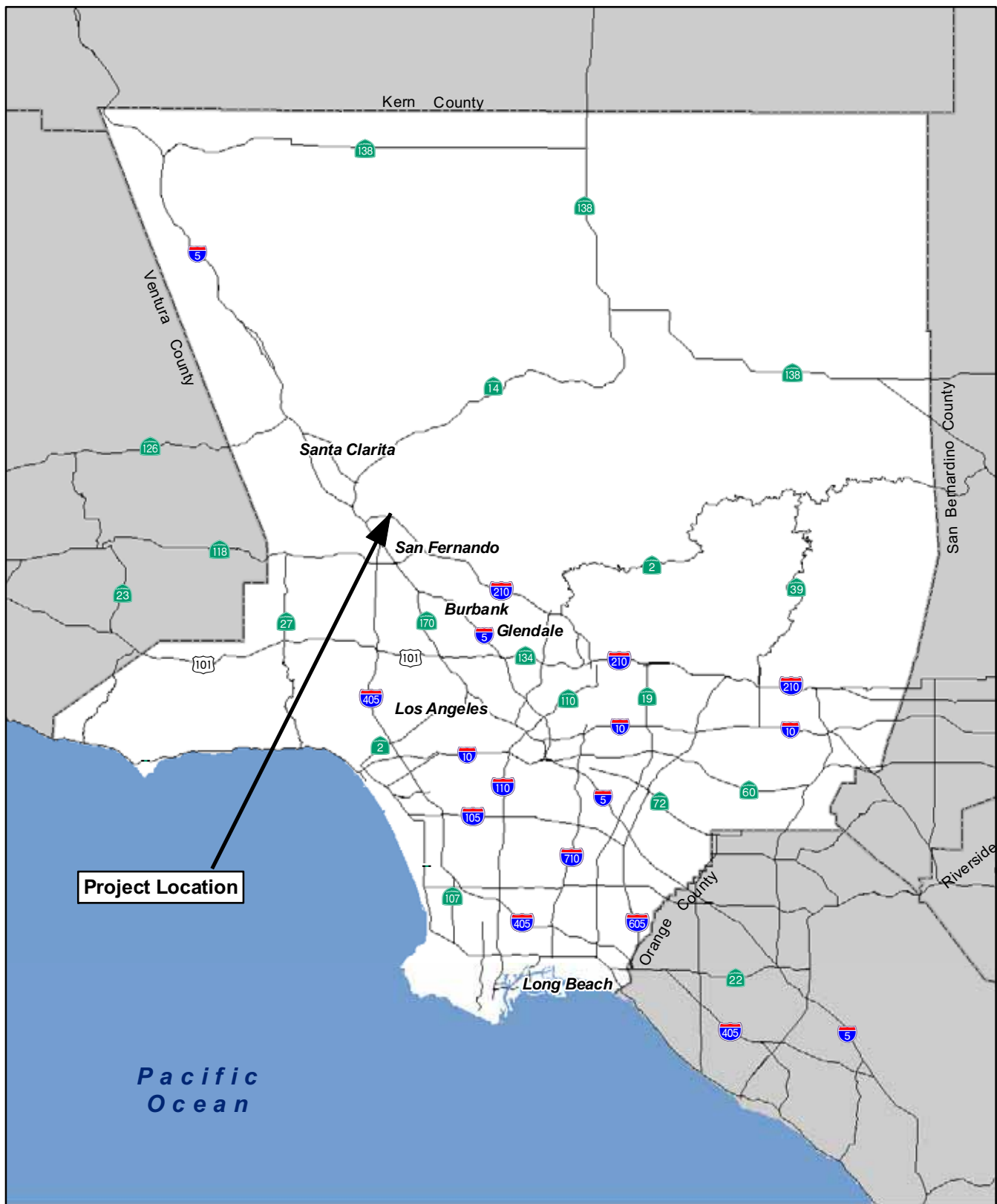
The project site is specifically bound by Olive View Drive south, a residential area to the west, the Wilson Debris Basin and the Angeles National Forest to the north. Surrounding land uses include multi- and single-family residences to the south, east and west, and open space to the north (Figure 2). The site contains a number of vegetation and wildlife communities, including Venturan coastal sage scrub.

PROJECT COMPONENTS

LADPW proposes to expand the existing OVMC to include approximately 30 overnight acute care unit beds and 95 additional emergency beds. The expanded facilities would serve the surrounding Sylmar community.

Emergency and Acute Care Addition

The proposed Emergency and Acute Care Addition includes a northern and southern locale. The



Source: California Geospatial Information Library (2003-5)

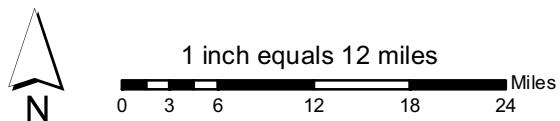
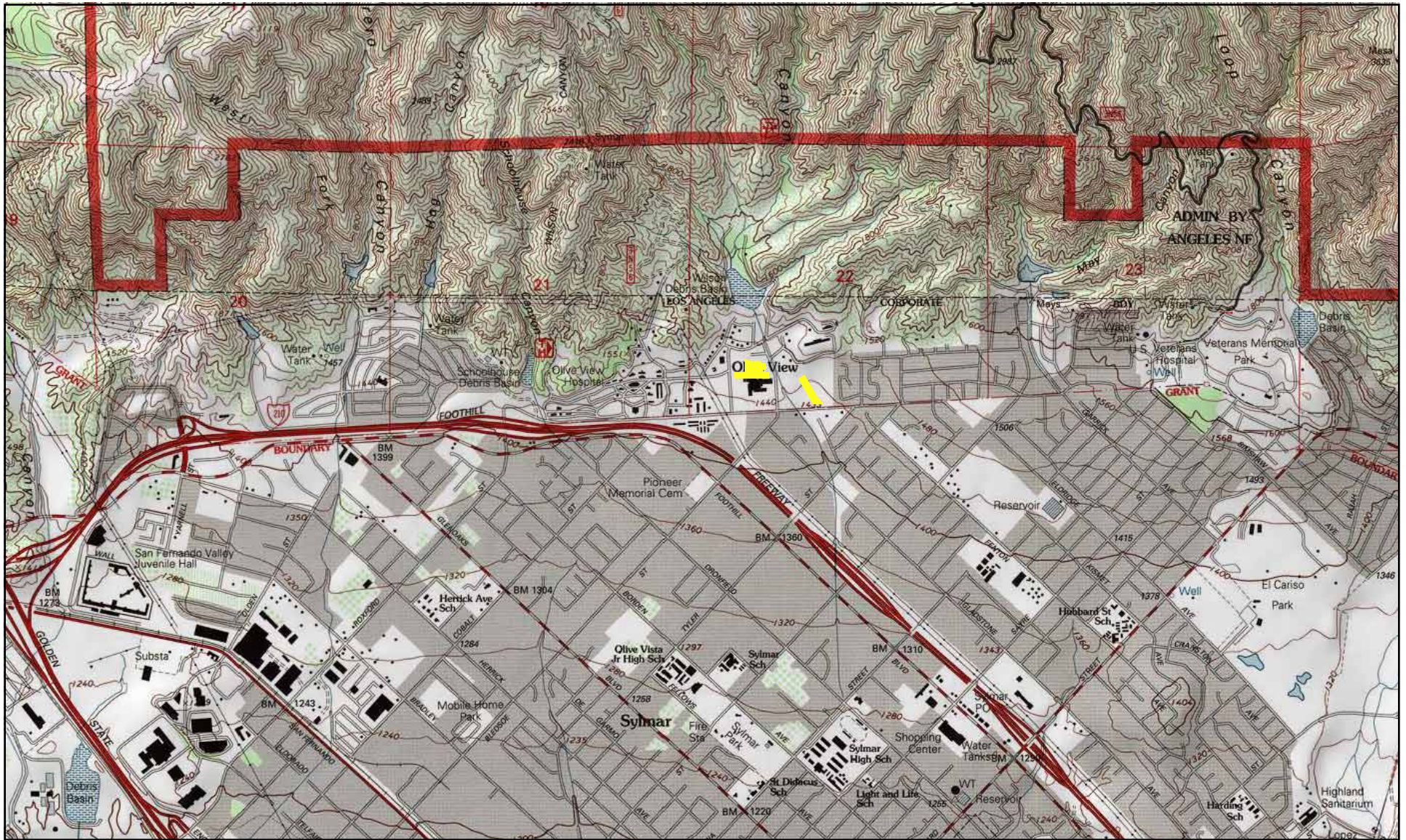


Figure 1
Regional Location Map



Source: TOPOI (2002)

Figure 2
Project Location Map



Project Site

northern and southern locales are identified on the proposed site plan found in Figure 3. The northern portion will be constructed north of the existing hospital, connecting at the north end of the existing emergency room. The emergency room would be replaced with the proposed development to accommodate 55 examination beds. This portion of the addition would be approximately 31,880 square feet. North of the expanded emergency room, a 30-bed acute care area of approximately 11,577 square feet would be constructed. The two portions of the hospital would be partitioned with an outdoor patient area. In total, the expansion would include the development of a new one-story building of approximately 43,457 square feet.

The expansion would alter the configuration for emergency vehicle access and drop-off, resulting in a new drop-off area for emergency vehicles on the east side of the building. Emergency traffic would access the site via Reagan Road, while walk-in patients would continue to primarily enter the hospital from the west side via Kennedy Drive or Bucher Avenue west of Kennedy Drive. The new construction would extend onto portions of parking lots I, D, and E, and would result in the closure of Bucher Avenue east of Kennedy Drive. A small 8-space parking lot currently located north of the hospital would also be removed to create the emergency vehicle entry to the east of the proposed extension. An abandoned 62-inch concrete aqueduct, currently located 4 feet below the proposed emergency room, would be demolished. Following construction of the addition, parking lots I and D would be restored to include approximately 238 parking spaces.

Site Finishes

The southern locale is a vacant, undisturbed 1.6 acre area east of parking lot G, which would be graded and covered with gravel for use as a staff parking lot, which may be paved in the future. For the purposes of the analysis, it is assumed that the lot would be paved. Because the proposed expansion would result in the closure of Bucher Avenue, buses would be re-routed using Saranac Avenue instead of Bucher Avenue and the existing bus and shuttle stops located at the intersection of Kennedy Drive and Bucher Avenue would be relocated.

CONSTRUCTION ACTIVITIES AND SCHEDULE

Construction of the proposed medical center expansion project would occur separately for the addition and the trailer. Construction of the addition would begin in September 2007 and is expected to continue for approximately 24 months. Table 1 presents the proposed construction schedule for the project.

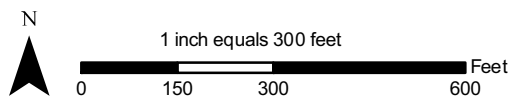
Table 1. Proposed Construction Schedule

Activity	Duration (Approx.)
Site Preparation	4 months
Building Construction	18 months
Site Finishing/Parking Lot Restoration	2 months
Total Construction Period	24 months



Source: GlobeXplorer (2006)

Figure 3
Preferred Site Plan



Construction of the addition would occur in three phases: (1) site preparation, (2) building construction, and (3) site finishing/parking lot restoration. Site preparation would include utility clearance, clearing, grading, and demolition of a 400 square-foot vending machine building and other site finishes and parking areas. Parking lots D and E north of the existing hospital would be demolished and graded for construction of the addition and for use as a construction equipment staging and soil stockpiling area. Demolition is expected to last approximately one month. Also during the site preparation stage, non-native landscape vegetation would be removed and cleared and the vacant area east of parking lot G would be graded and covered with gravel for use as a temporary parking lot during construction. This lot would remain as a permanent parking lot following completion of the proposed addition and would potentially be paved in the future. The site preparation phase is expected to last approximately 4 months.

The building construction phase would include excavation, foundation construction, utility connections, and structural construction. Total excavation for the addition is expected to be approximately 40,000 cubic yards, 7,200 cubic yards of which would be exported from the site during the estimated one-month period of excavation. The building construction phase would occur over an estimated 18-month period.

The site finishing/parking lot restoration phase would include driveway construction for emergency access along Kennedy Drive and ambulance access along Reagan Road, landscaping, and restoration of parking lots D and I. Although it is not known when the gravel parking lot east of parking lot G would be paved, it is assumed for the purposes of the analysis that paving would occur during the site finishing/parking lot restoration phase. This phase is anticipated to last approximately 2 months.

Staging for construction equipment would occur in parking lot D, temporarily impacting approximately 100 visitor parking spaces. The area east of parking lot G to be covered in gravel would accommodate visitor parking during construction. Following construction, the area would remain as additional parking and would potentially be paved in the future. Construction staging and parking would also occur in the paved area east of the intersection of Reagan Road and Saranac Lane. An area east of the intersection of Bucher Avenue and Sycamore Avenue between parking lot C and the Material Management building would be covered in gravel and serve as the location for the construction trailer.

The entire construction process for the addition is expected to last approximately 24 months (Table 1). Construction activities would only occur on weekdays, between 7:00 AM and 7:00 PM.

PROJECT SETTING

ENVIRONMENTAL SETTING

The Los Angeles County OVMC is located in the northern San Fernando Valley region of Los Angeles County, an area characterized by warm, dry summers and mild winters. It is located in the in the community of Sylmar in the city of Los Angeles. The project area lies within the approximately 500 acre OVMC, which includes the primary hospital facility, parking, cogeneration and utility facilities, laboratories, doctor's apartments and bungalows, administration and finance offices, and police and security services. The project site is bound by Olive View Drive to the south, residential areas to the east and west, and open space to the north.

The OVMC property sits on the relatively level San Fernando Valley floor, at the foot of the San Gabriel Mountains and at the mouth of Wilson Canyon. The elevation in the project area ranges from 1,433 to about 1,480 feet above mean sea level. The geological formation of the area consists of unconsolidated recent alluvium, primarily eroded from the San Gabriel Mountains to the north.

Vegetation communities found within the OVMC project area consist of Venturan coastal sage scrub, ruderal, and park. Venturan coastal sage scrub dominates in the undeveloped, eastern portion of the project area, as well as the open space to north of the project. Observed species within community include native plants such as California sagebrush (*Artemisia californica*), mule fat (*Baccharis salicifolia*), miniature suncup (*Camissonia micrantha*), dodder (*Cuscuta* sp.), yerba santa (*Eriodictyon crassifolium*), California Buckwheat (*Eriogonum fasciculatum*), California cudweed (*Gnaphalium californicum*), scale broom (*Lepidospartum squamatum*), deer weed (*Lotus scoparius*), and laurel sumac (*Malosma laurina*). Ruderal grassland occurs in disturbed areas, and is dominated by summer mustard (*Hirschfeldia incana*), tree tobacco (*Nicotiana glauca*), and wild annual buckwheat (*Eriogonum* sp), as well as nonnative grasses such as foxtail chess (*Bromus madritensis*) and wild oat (*Avena fatua*). Park vegetation communities occur in landscaped lawns and planters, and include carrotwood (*Cupaniopsis anacardioides*), eucalyptus (*Eucalyptus* sp.), ornamental pear (*Pyrus calleryana*), and pine trees (*Pinus* sp), and as well as various nonnative shrubs, flowers, vines and grass.

Fauna historically found in the area include black-tailed jackrabbit (*Lepus californicus*), coyote (*Canis latrans*), and numerous rodents such as Botta's pocket gopher (*Thomomys bottae*), pocket mice (*Perognathus* spp.), and California ground squirrel (*Spermophilus beecheyi*). Red-tailed hawks (*Buteo jamaicensis*) were commonly found, as were western scrub jays (*Aphelocoma californica*), mourning doves (*Zenaida macroura*), and California quail (*Callipepla californica*).

CULTURAL SETTING

As a framework for discussing the cultural resources that may be encountered during the cultural resources investigation of the project area, the following discussion summarizes our current understanding of major prehistoric and historic developments in and around Los Angeles. This is followed by a more focused discussion of the history of the project area itself.

Prehistoric Overview

While people are known to have inhabited southern California beginning at least 13,000 years Before Present (B.P.) (Arnold et al 2004.), the first evidence of human occupation in the Los Angeles area dates to at least 9,000 years B.P. and is associated with a period known as the Millingstone Cultural Horizon (Wallace 1955; Warren 1968). Departing from the subsistence strategies of their nomadic big-game hunting predecessors, Millingstone populations established more permanent settlements. Settlements were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Although many aspects of Millingstone culture persisted, by 3500 B.P., a number of socioeconomic changes occurred (Erlandson 1994; Wallace 1955; Warren 1968). These changes are associated with the period known as the Intermediate Horizon (Wallace 1955). Increasing population size necessitated the intensification of existing terrestrial and marine resources (Erlandson 1994). This was accomplished in part through use of the circular shell fishhook on the coast and more abundant and diverse hunting equipment. Evidence for shifts in settlement patterns has been noted at a variety of locations at this time and is seen by many researchers as reflecting increasingly territorial and sedentary populations. The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended.

The Late Prehistoric period, spanning from approximately 1500 years B.P. to the Spanish mission era, is the period associated with the florescence of contemporary Native American groups. The northern San Fernando valley was the northernmost extent of the territory occupied by people whom the Spanish referred to as the Fernadeño, whose name was derived from nearby Mission San Fernando. The Fernadeño spoke one of four regional dialects of Gabrielino, a Cupan language in the Takic family, and were culturally identical to the Gabrielino. Tataviam and Chumash people lived to the north and west of this territory, respectively, (Bean and Smith 1978) and it is likely that these ethnic boundaries fluctuated in prehistory.

Occupying the southern Channel Islands and adjacent mainland areas of Los Angeles and Orange counties, the Gabrielino are reported to have been second only to their Chumash neighbors in terms of population size, regional influence, and degree of sedentism (Bean and

Smith 1978). The Gabrielino are estimated to have numbered around 5,000 in the pre-contact period (Kroeber 1925). Maps produced by early explorers indicate the existence of at least forty Gabrielino villages, but as many as 100 may have existed prior to contact with Europeans (Bean and Smith 1978; McCawley 1996; Reid 1939[1852]). Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game were hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith 1978; Reid 1939[1852]). The primary plant resources were the acorn, gathered in the fall and processed in mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly leafed-cherry (Reid 1852).

Historic Overview

Spanish explorers made brief visits to Gabrielino territory in both 1542 and 1602, and on both occasions the two groups exchanged trade items (McCawley 1996). Sustained contact with Europeans did not commence until the onset of the Spanish Period, which began in 1769 when Gaspar de Portola and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey. Mission San Fernadiño Rey de España, the seventh of twenty-one Franciscan missions in Alta California, was founded on September 8, 1797 and completed less than a year later. Its location was chosen as a stopping point between Mission San Gabriel and Mission San Buenaventura, and prospered by selling cattle hides and tallow and various fruit crops to the nearby Pueblo of Los Angeles (Wright 1992). Agriculture was made possible in the relatively dry area through the construction of a stone masonry dam in 1808, bringing water from the mountains to mission vineyards by way of a 1.3-mile long aqueduct, completed in 1811 (Shaver et al. 2003). The project area lies less than four miles northeast of Mission San Fernando, as it is known today, and falls immediately north of the formally delineated mission's land holdings. The project area was likely used as cattle pasturage during this time.

Gabrielino villages are reported by early explorers to have been most abundant along the dominant rivers of the Los Angeles Basin, including the Los Angeles, San Gabriel, and Santa Ana Rivers. Ten important villages were located within the San Fernando Valley, and the most populous of these was Pasheeknga, located near the site chosen for the Mission. Other northern valley communities included Tohuunga and Muuhonga. Tohuunga was likely located near the mouth of Little Tujunga Canyon, while according to Gabrielino informant Jose Zalvidea described Muuhonga as being located "about two and a half miles from San Fernando, farther up the canyon from San Fernando" (McCawley 1996:40).

By the early 1800s, the majority of the surviving Gabrielino population had entered the mission system. Mission life offered the Indians security in a time when their traditional trade and political alliances were failing and epidemics and subsistence instabilities were increasing (Jackson 1999). This lifestyle change also brought with it significant negative consequences for Gabrielino health and cultural integrity.

Alta California became a state, with its capital at Monterey, when Mexico won its independence from Spain in 1821. The authority of the California missions gradually declined, culminating with their secularization in 1834. Native Americans who had become dependent upon the missions were disenfranchised, and most Gabrielino neophytes either fled to the north or sought work as laborers for nearby private land owners. Former mission lands were quickly divided and granted to private citizens for use as agricultural and pastoral land (Reid 1977 [1851]). As the possibility of a takeover of California by the United States loomed large in the 1840s, the Mexican government increased the number of land grants in an effort to keep the land in Mexican hands, and more than 600 rancho were created between 1833 and 1846. In June 1846, Alta California Governor Pio Pico sold the San Fernando Valley to Eulogio de Celis for \$14,000 (Shaver et al. 2003).

Three weeks later, U.S. naval forces took Monterey and American forces captured Los Angeles shortly thereafter. Los Angeles soon slipped from American control, and needed to be retaken in 1847. Approximately 600 U.S. sailors, marines, Army dragoons, and mountain men converged under the leadership of Colonel Stephen W. Kearney and Commodore Robert F. Stockton in early January of that year to challenge the California resistance, which was led by General Jose Maria Flores. The American party scored a decisive victory over the Californians, who formally surrendered a year later in Los Angeles, opening the door for increased American immigration (Takahashi 1980).

The discovery of gold in northern California led to an enormous influx of American citizens in the 1850s and 1860s, and these settlers rapidly displaced the old rancho families. In 1873, the U.S. government confirmed legal title to old Rancho ex-Mission San Fernando at 116,858.43 acres, the largest private land parcel in California. The Southern Pacific Railroad extended its line from San Francisco to Los Angeles in 1876, passing through the San Fernando Valley thanks to a new tunnel through Newhall Pass. Newcomers continued to pour into Los Angeles and the population nearly doubled between 1870 and 1880. The completion of the second transcontinental line, the Santa Fe, took place in 1886 causing a fare war which drove fares to an unprecedented low. More settlers continued to head west and the demand for real estate skyrocketed. The city's population rose from 11,000 in 1880 to 50,000 by 1890 (Meyer 1981:45).

In 1890, a group of Illinois businessmen bought 2,000 acres (8 km²) southeast of intersection of San Fernando Road and Roxford Street and planted olives on over 1,100 acres (4.5 km²). Calling themselves the Los Angeles Olive Growers Association, they built a packing plant and a town quickly sprung up among the groves. By 1893, the town and the olive packing label shared the name Sylmar, which means sea of trees. Sylmar was annexed by the City of Los Angeles in 1915 (Gribin 1981).

At the dawn of the twentieth century, the pace of development within the Los Angeles Basin was stifled due to a limited water supply. Under the direction of city engineer William Mulholland, the Los Angeles Bureau of Water Works and Supply constructed the 238-mile long Los Angeles Aqueduct. This five year project, completed in 1913, employed the labor of over 5000 men and brought millions of gallons of water into the San Fernando (now Van Norman) Reservoir.

During the first three decades of the twentieth century, more than 2 million people moved to Los Angeles County, transforming it from a largely agricultural region into a major metropolitan area (Gumprecht 1999).

A Brief History of the Project Area

Shortly after the completion of the Los Angeles Aqueduct, smaller spur lines were constructed to disperse water throughout the San Fernando Valley. These underground aqueducts included the Chatsworth Highline, running westward, and the Maclay Highline, running to the east to the Maclay Reservoir and passing through the project area. A third aqueduct, the River supply Conduit, connected North Hollywood with Rowena Reservoir in the Los Feliz area. The Maclay Highline was completed between 1915 and 1923 to distribute water from the aqueduct into the San Fernando Valley. Damage sustained by the line in the 1971 Sylmar Earthquake was repaired and the line continued to be used until approximately 1990 when it was replaced by a new pressurized pipeline (Luis Nuno, Los Angeles Department of Water and Power, Personal communication to Sara Dietler, July 12, 2006).

The dry climate of the north San Fernando Valley attracted another industry in the early twentieth century: health care. The Olive View Tuberculosis Sanitarium Complex was initially constructed within and immediately west of the project area between 1919 and 1925. During subsequent decades, the mission of the complex expanded from the treatment of respiratory ailments into a facility that attends to a wide variety of health care needs. In the aftermath of a devastating fire in 1962, the County of Los Angeles constructed the OVMC to replace the older facility. The OVMC opened its doors in October 1970, and was unfortunately destroyed less than four months later in the devastating Sylmar earthquake on February 9, 1971. The county eventually rebuilt the center, and the new OVMC opened on May 9, 1987 (Gribin 1981; Wlodarski 1991).

RESEARCH METHODS

The cultural resources investigation for this project included archival and other background research in addition to the archaeological field survey. The following section begins with a brief description of the history of archaeological investigations in the San Gabriel Valley and describes the research methods used in the investigation.

ARCHIVAL RESEARCH

Records Search

Archival research of the project area was conducted by Candace Ehringer, M.A. on January 23, 2006 at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The research focused on the identification of previously recorded archaeological resources within a one-mile radius of the proposed project area. The archival research involved review of historical files including an examination of historic maps and historic site inventories.

A review of historic USGS topographic maps revealed that very little development took place within the project area prior to 1915. The 1900 15' San Fernando Quadrangle shows a road where Olive View Drive passes along the southern boundary of the project area today, as well as a spur road crossing through the project area and north into Wilson Canyon. While four buildings were mapped within Wilson Canyon at this time, none are indicated within the project area. The 1940 edition of that map shows the completed Olive View Tuberculosis Sanitarium Complex.

The records search revealed that a total of eleven previous archaeological/historical investigations were previously conducted within a one-mile radius of the project (Table 2). Of these, three (LA-2517, LA-2683 and LA-4086) included portions of the present project area. Approximately 20% of the project area had been surveyed as part of the previous investigations. Two of the eleven previous investigations were conducted in connection with wildfire prevention, two with the creation of a police training academy, two with the construction of cellular towers, three with residential tract development, one with the installation of water storage tanks and one a general overview of prehistoric and historic resources in connection with the Castaic Lake Water Agency Project Area. None of the previous investigations appear to have involved archaeological excavation.

Table 2. Previous Surveys Conducted within One Mile of the Project Area

Author	Report # (LA-)	Description	Date
Singer, Clay A.	622	Cultural Resource Survey and Impact Assessment for Tentative Tract No. 35325	1979
Dillon, Brian D.	1378	An Archaeological Survey and Impact Assessment of TT 36453, A Parcel at 14363 Bledsoe Street	1984
Wessel, Richard L.	1692	Divide Fire Rehab	1988
Blodgett, Leslie M.	1746	Cultural Resource Survey and Impact Assessment for the City of Los Angeles Department of Water and Power Proposed Maclay Water Storage Tanks	1989
Wlodarski, Robert J.	**2517	A Phase 1 Archaeological Study for Eight Areas Proposed for the New Los Angeles Police Training Academy, and Driver Training Facility	1991
Engineering-Science	**2683	Draft EIR for the Police Bond Program- Police Driver Training Facility	1992
None listed	3309	Preliminary Overview: Prehistoric and Historic Resources, Castaic Lake Water Agency Project Area	1988
Gates, Gerald R.	**4086	Assessment of the Archaeological Impact by the Development of Tract No. 32708	1976
Milburn, Douglas	4361	Cultural Resources Inventory West End Fuels Management Project, Tujunga Ranger District, Angeles National Forest	1993
Dooley, Colleen	5541	Cultural Resource Assessment, Cingular Wireless Facility No. VY 098-01	2001
Duke, Curt	5926	Cultural Resource Assessment, AT&T Wireless Services Facility No. 14012	2002

**Indicates study overlapping with project area

The records search indicated that two historic resources were previously recorded within one-mile of the project area. No prehistoric resources have been recorded within the one-mile radius. The first previously identified historic resource is the Olive View Medical Center itself. Although a formal site record is not on file with the SCCIC, this historical resource is addressed in a Phase I Archaeological Study (Wlodarski 1991) and an Environmental Impact Report (Engineering Science 1992) prepared in connection with the proposed Police Driver Training Facility. The OVMC overlaps substantially with the project area, and will be discussed in detail below.

The second previously identified historic resource is the San Fernando Pioneer Memorial Cemetery (19-186537), located approximately a quarter mile (four blocks) southwest of the project at 14400 Foothill Boulevard. Formerly known as Morningside Cemetery, this is the oldest nonsectarian cemetery in the San Fernando Valley. It was used from before 1888 until 1939, and was legally abandoned in 1959. It is the second oldest cemetery in the valley, after the Mission San Fernando cemetery, and holds the remains of pioneers, Civil War veterans, and Mission Indians. This resource is listed on the National Register of Historic Places, is a California State Historic Landmark (#753), and is also listed as a Los Angeles Historic-Cultural Monument (#586).

Additional Research

Sanborn Fire Insurance Map research was undertaken for the project area by Sara Dietler, B.A. in order to identify historic resources on the property. One Sanborn Map exists for this block, created on January 27, 1923 (Vol. 2C, Sheet 19). This map displays the original layout of the central portion Olive View Tuberculosis Sanitarium Complex (OVTSC), and was created as construction of the facility neared completion. Only the westernmost locale of the project area, the proposed Emergency Psychiatric Trailer, overlaps with this map.

A second historic map (subsequently referred to as the “OVTSC map”) was obtained from the OVMC Facilities Services Department. While lacking a title or date, this map depicts the original OVTSC, and appears to be contemporaneous with the 1923 Sanborn map. While the two maps overlap substantially, this map depicts additional facilities to the north and east of the central part of the OVTSC, including the location of the proposed Emergency and Acute Care Addition. While no buildings occur within the latter project area, an underground historic water conveyance feature does appear on this map that crosses the site of the proposed expansion of the existing emergency room facility. This feature is labeled “CITY OF LOS ANGELES AQUEDUCT,” on the OVTSC map, but is more specifically known as the Maclay Highline.

The City of Los Angeles Department of Water and Power (LADWP) maintains the original design and engineering records for the aqueduct that passes under the project site. Due to security constraints, specific location, engineering, and construction details are not available from the LADWP. Details about the aqueduct were provided by LADWP staff (personal communication, Luis Nuno 2006); however, construction plans and other historic records were not available for use in this analysis.

The Maclay Highline (alternately spelled High Line) is an unpressurized/gravity propelled, below ground aqueduct. Original plans for the line were completed on December 8, 1915, and the finished pipeline appears on historic maps dating to 1923. The line is likely named after Maclay Street, which is located in the vicinity of the line. The street is named for Charles Maclay, a California State Senator and prominent San Fernando Valley developer in the late nineteenth century.

The Maclay line is located in the northern San Fernando Valley and originates from the Los Angeles Aqueduct near the Cascades in Sylmar and extends east to Maclay Reservoir. The line is constructed of un-reinforced concrete, is ovate in cross-section, and measures 7.5 feet wide and 4 feet high. Some portions of the line are located in tunnels (perhaps 10 to 12 segments), and several sluice gates were used to release water to irrigate farm fields. The line was constructed as one of three such lines, all of which served to distribute domestic and irrigation water to the San Fernando Valley. The other two lines, the Chatsworth Highline and the River Supply Conduit, constructed around the same time period, are of a similar construction style.

Damage sustained by the Maclay Highline in the 1971 Sylmar Earthquake was repaired and the line continued to be used until approximately 1990 when it was abandoned in favor of newly-constructed water conveyance lines.

Although buried, it is estimated that the segment within the present project area extends approximately 1,115 feet.

The Maclay Highline dates to the American irrigation period (1848 – present). It is not associated with any mining activities or hydroelectric plants and can be classified as a community water system (typologies based on JRP Historical Consulting Services 2000).

Additional research was conducted at the Los Angeles Public Library (LAPL) to obtain general information concerning the Maclay Highline, gravity-driven water conveyance systems in general, and any other information that might be deemed helpful in assessing the significance of the Maclay Highline. The LAPL general catalog as well as local newspapers and magazines were searched using key terms. No pertinent data aside from information on the Los Angeles Aqueduct itself was located.

ARCHAEOLOGICAL SURVEY

An archaeological field survey was conducted by Sara Dietler, B.A. on June 27, 2006. The project area was surveyed on foot, with survey methodology varying depending upon conditions. Within the undeveloped portion of the project (the proposed Staff Parking Lot), the archaeologist walked in parallel transects 10 to 20 meters apart. Particular attention was paid to areas of high ground surface visibility. The remainder of the project area consisted of paved parking areas. Here the archaeologist examined exposed soil in planter boxes, and evaluated potentially historic foundations and water conveyance systems.

The project area consists of three separate locales: the Emergency and Acute Care Addition, the proposed parking east of Parking Lot G, and an additional locale located in the southwestern portion of the medical center campus. The third locale was surveyed as part of a potential component of the project which was later removed. Each locale will be discussed in detail below.

Emergency and Acute Care Addition

This project component consists of two distinct locales. The northern locale includes the site of the proposed expansion of the existing emergency room facility. It is currently occupied by Parking Lots D, E, and I. Approximately five percent of this area consisted of landscaped lawn and planter areas, included limited areas of visible soil. Exposed soils appeared to consist of disturbed local alluvium: light brown silty sand with frequent gravel inclusions. No cultural resources were encountered in this locale. However, the OVTSC map indicates that Maclay Highline aqueduct (OVMC-1) runs beneath this area. The archaeological surveyor inspected and photo-documented the aqueduct at its nearest point of access, a cast iron manhole located less than 100 m east of Parking Lot E (Plate 1). Resource OVMC-1 was documented on Department of Parks and Recreation (DPR) 523 forms. The completed forms are attached as Appendix B.

The southern locale includes the site of the proposed Staff Parking Lot. This area is located east of Parking Lot G, and although is presently undeveloped, afforded the surveyor variable surface visibility (Plate 2). A narrow strip immediately adjacent parking lot G appeared to have been recently plowed, possibly as a fire break, and consequently had greater than 90 percent surface visibility. This strip was sparsely vegetated with nonnative ruderal plants, especially summer mustard less than two feet tall. The area further east of parking lot G is densely vegetated with Venturan coastal sage scrub and allowed for only approximately two percent visibility. Exposed soils in both areas appeared to consist of relatively undisturbed local alluvium: light brown silty sand to sandy clay with frequent gravel and small cobble inclusions. Large fragments of cement and ceramic water pipe were encountered on the western edge of this area, and a low mound of earth suggested bulldozer activity sometime in the past. No cultural resources were encountered in this locale.

The third locale is located northeast of the intersection of Cobalt Avenue and Olive View Drive. This locale was entirely covered with cement pavement and landscaped lawn, and as a result soil visibility was zero percent (Plate 3). One archaeological resource (OVMC-2) was identified in this locale, consisting of two concrete foundations associated with the Olive View Tuberculosis Sanitarium Complex (OVTSC). Resource OVMC-2 was documented on DPR 523 forms. The completed forms are attached as Appendix B.

The western foundation is located approximately 25 feet north of Olive View Drive, and less than ten feet east of Cobalt Avenue. It consists of a level cement pad and an external cement stairway that extends west from the northwest corner of this building (Plate 4). The foundation consists of numerous rectangular slabs of concrete and is partly obscured by soil and brush, making the determination of its current size and dimensions difficult. Several small iron rings are visible in the surface of the concrete, and may be remnants of embedded plumbing or supports for other building features. The foundation itself is in good condition, but the external stairway is badly crumbling, and in very poor shape. There are no artifacts associated with this foundation.



Plate 1. OMVC-1, The Maclay Highline Aqueduct



Plate 2. View to Southeast of Typical Ground Cover, Emergency and Acute Care Addition, Southern Locale



Plate 3. Typical Ground Cover, Third Locale to Northwest



Plate 4. OVMC-2, North to the OVTSC Laundry Building Foundation

The western foundation is likely associated with the OVTSC laundry building, which has a similar size and orientation and appears on both the 1923 Sanborn map and the undated OVTSC map. On the OVTSC map, the building is labeled “LAUNDRY BLDG. L.A. CO. NO. 2521.” The Sanborn map indicates that the original laundry facility measured approximately 120 feet north-south by 60 feet east-west. The map indicates the presence of electric irons against the interior east wall of the building, while the northern fifth (ca. 25 ft.) of the building was subdivided into two separate linen rooms. Further notation on the Sanborn map describes the building as “REINF CONC & BR CONSTR’N FIREPROOF EXCEPT FOR EXPOSED STEEL TRUSSES ON CONCR PILASTERS.” This notation may apply to the eastern foundation as well (described below).

The laundry building was damaged during the Northridge earthquake in 1994, and was subsequently demolished in 2004 with funding from the Federal Emergency Management Agency (Phillip Ricks, OVMC Facilities Services, personal communication 2006).

The eastern foundation is located immediately east of the western foundation, and is outside of the project area. This feature is similar to the western foundation in terms of construction and condition, and its boundaries are similarly difficult to define, though it is clearly much smaller than its western neighbor. The eastern foundation is likely associated with the OVTSC linen building. A building in this location is labeled “LINEN BLDG. L.A. CO. NO. 2519” on the OVTSC map. The Sanborn map includes the notations “LINEN MENDING” and “MATTRESS [unreadable],” and indicates that the building’s original dimensions were approximately 40 feet north-south by 80 feet east-west.

RESULTS AND RECOMMENDATIONS

The following discussion focuses on (1) assessing the California Register of Historical Resources eligibility of the resources identified as a result of the field survey, and (2) assessing the potential for finding buried cultural resources within the project area.

RESOURCE ELIGIBILITY

A cultural resource is considered “historically significant” under CEQA if the resource meets one or more of the criteria for listing on the California Register of Historical Resources. The California Register of Historical Resources was designed to be used by state and local agencies, private groups, and citizens to identify existing cultural resources within the state and to indicate which of those resources should be protected, to the extent prudent and feasible, from substantial adverse change. The criteria established for the evaluation of cultural resources for inclusion in the California Register of Historical Resources are set forth in Public Resources Code §5024.1, Title 14 CCR, Section 4852.

The quality of significance in California history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and

1. is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; or
2. is associated with the lives of persons important in our past; or
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

OVMC-1

Resource OVMC-1 is a segment of the Maclay Highline constructed in the northern San Fernando Valley between 1915 and 1923. The Maclay Highline originates at the Los Angeles Aqueduct. Conceived of by William Mulholland, the Los Angeles Aqueduct was completed in 1913 and allowed for the large-scale transport of water from the Owens Valley to Los Angeles. The Maclay Highline along with a number of other water distribution lines was constructed in the years following the completion of the Los Angeles Aqueduct to distribute water throughout the city and surrounding area. Obtaining its water from the Los Angeles Aqueduct, the Maclay Highline is simply an auxiliary component to the local community water system – one of many –

carrying water to Los Angeles residents. Therefore, the Maclay Highline has no direct association with events significant to broad historical patterns (Criterion 1). Although deriving its name from nearby Maclay Street (named after California State Senator Charles Maclay) the line does not appear to be closely associated with Mr. Maclay or any other important person in water planning, construction, or engineering (Criterion 2). Constructed of un-reinforced concrete and propelled by gravity, Maclay Highline does not embody distinctive characteristics of a type, period, region or method of construction. Un-reinforced concrete-lined gravity propelled conduits had been in use in the Los Angeles area since the 1880s when a majority of the zanja system was retrofitted. For this reason, the Maclay Highline is not found eligible under Criterion 3. Finally, the Maclay Highline is of common construction and does not possess the potential to yield information important in prehistory or history. It is therefore not eligible under Criterion 4.

OVMC-2

Resource OVMC-2 consists of two concrete building foundations associated with the Laundry and Linens buildings of the Olive View Tuberculosis Sanitarium Center constructed between 1919 and 1925. The buildings served operational functions related to laundry for the larger sanitarium complex and do not appear to have been associated with important events or persons (Criteria 1 and 2). The building foundations are poured-concrete slab and do not embody distinctive characteristics of a type, period, region or method of construction, and therefore are not eligible under Criterion 3. Finally, these foundations do not contain research value and are not likely to yield information important in prehistory or history and are therefore not eligible under Criterion 4.

RECOMMENDATIONS

Archaeological sites OVMC-1, the Maclay Highline, and OVMC-2, the Olive View Tuberculosis Sanitarium Center laundry facilities, was photographed and documented through the creation of an archaeological site record in the course of the current investigation. These records will be placed on file at the SCCIC. This recordation is sufficient to mitigate the impact of the proposed project on this resource, reducing the effects to a less than significant level.

A total of 40,000 cubic yards of soil will be excavated during the construction of the Emergency and Acute Care Addition. The northern locale of this portion of the project has the potential to contain additional archaeological resources related to the Olive View Tuberculosis Sanitarium Center, currently covered by pavement. The depth of disturbance caused by the construction of the existing parking lot is unknown. Visible areas of soil within planter beds in the parking lot area are consistent with the type of soil visible in relatively undisturbed portions of the property area and may indicate a lack of imported fill in the parking lot. To avoid potential impacts to archaeological resources that are presently unknown and may be buried or otherwise obscured beneath the project area, compliance with mitigation measure CUL-1 is recommended (see below). With incorporation of this mitigation measure into the project, potentially significant effects on archaeological resources would be mitigated to a less than significant level.

Mitigation Measure CUL-1

In the event any archaeological materials are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.

CONCLUSIONS

Two historic archaeological sites were identified as a result of the archaeological survey of the project area. Neither the Maclay Highline aqueduct segment nor the Olive View Tuberculosis Sanitarium Center laundry facilities foundations are considered eligible for California Register of Historical Resources listing. In the event that additional cultural resources are encountered within the project area during construction, it is recommended that these resources be evaluated by a qualified archaeologist.

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APPENDIX A
RESUMES OF KEY PERSONNEL

SUMMARY

Ten years of experience in California archaeology

Trained in National Historic Preservation Act, Section 106 compliance

Directs field and literature research of prehistoric and historic southern California sites

Authors technical reports in support of CEQA and Section 106 compliance

Experience with excavation of complex coastal shell midden sites

EDUCATION

MA, Archaeology (Honors), California State University, Northridge, 2001

BA, Anthropology (Honors), California State University, Northridge, 1996

AA, Humanities, Los Angeles Pierce College, Woodland Hills, 1994

CERTIFICATIONS

Register of Professional Archaeologists

AFFILIATIONS

Society for American Archaeology

Society for California Archaeology

MONICA STRAUSS**Project Archaeologist**

Monica Strauss is a project archaeologist with experience in cultural resources management and has participated in numerous archaeological investigations throughout southern and Baja California and the Channel Islands. In addition to having earned a master's degree, Ms. Strauss has worked in the field of archaeology since 1995. She has experience in prehistoric site survey and excavation, historic architectural survey, record searches, general literature research, and the preparation of cultural resources-related documents. Her role as laboratory assistant with the Northridge Center for Public Archaeology as well as her professional experience as an independent consultant have allowed her to hone her skills in the areas of shell, faunal, lithic, and archaeo-botanical analysis, with a special emphasis on milling equipment.

Ms. Strauss' dedication to the field has been exemplified by her 2-year appointment as undergraduate advisor in the Anthropology Department at California State University, Northridge where she directed and encouraged students in their academic and professional endeavors.

REPRESENTATIVE EXPERIENCE**Central Los Angeles High School #9, Los Angeles, CA****Project Director**

CLIENT: Los Angeles Unified School District

Currently directing a staff of ten archaeologists in the data recovery of archaeological materials in connection with a 19th century cemetery in downtown Los Angeles. Project has included construction monitoring, excavation and extensive historic research pursuant to CEQA and Health and Safety regulations.

Hellman Ranch Monitoring, Orange County, CA**Field Director**

CLIENT: City of Seal Beach

Directed large-scale excavation and monitoring program under the terms of a Mitigation Plan. Coordinated twenty archaeological field personnel and worked closely with a staff of eight Native American monitors and construction crews. Field work included heavy-equipment monitoring, excavation of complex shell midden deposits and human remains, wet screening and artifact analysis.

Home Depot Monitoring – Lake Elsinore, Riverside County, CA**Project Director**

CLIENT: Twining Laboratories, Fresno

Directed archaeological monitoring of Caltrans road-widening in vicinity of historic cemetery. Currently preparing negative report of findings. Coordinated with Caltrans.

Van Norman Reservoir Monitoring, Los Angeles County, CA**Project Director**

CLIENT: City of Los Angeles, Department of Water and Power

Directed archaeological monitoring of geo-technical boring activities in the reservoir complex. Provided daily oversight of monitors and regular reports to client.

MONICA STRAUSS**Public Safety Facilities Master Plan, Los Angeles County, CA****Project Director****CLIENT:** City of Los Angeles, Department of Public Work

Directed a Phase I archaeological resources evaluation of an approximately five-square block area in downtown Los Angeles. Project work involved an extensive investigation of the area during the cities' early pueblo years and specifically the Zanja Madre irrigation system. Prepared technical report with findings and recommendations for further work, pursuant to CEQA requirements.

San Clemente Island, Los Angeles County, CA**Project Director****CLIENT:** U.S. Navy, Southwest Division

Designed research strategy and directed testing program in strict accordance with guidelines set forth by the U.S. Navy and in compliance with Section 106. Authored comprehensive technical report which considers the results of the testing program in relation to current California coast and San Clemente Island research questions and evaluates the sites for eligibility for the National Register.

Ivy Street Bridge, Murrieta, CA**Project Director (Cultural Resources Assessment)****CLIENT:** T.Y. Lin International for the City of Murrieta

Currently conducting Extended Phase I study in compliance with Section 106 review. Designing research strategy, directing testing program, coordinating with Native American groups, and conducting evaluation pursuant to Caltrans guidelines.

Alhambra 127, County of Los Angeles, CA**Project Director (Cultural Resources Assessment)****CLIENT:** City of Alhambra

Conducted archival research in support of cultural resources assessment pursuant to CEQA requirements. Authored cultural resources technical section of Mitigated Negative Declaration.

Fire Station No. 13, Los Angeles, CA**Project Director****CLIENT:** City of Los Angeles

Conducted archival research and historical architectural field survey in support of cultural resources assessment pursuant to CEQA requirements. Co-authored technical report.

Sepulveda Boulevard Reversible Lane, Los Angeles, CA**Project Director****CLIENT:** City of Los Angeles

Directed built environment field survey and conducted archival research in support of cultural resources assessment in compliance with Section 106 and CEQA. Co-authored technical reports and consulted with Caltrans regarding effects to historical resources.

Lakewood Boulevard, Downey, CA**Project Director (Cultural Resources Assessment)****CLIENT:** City of Downey

Directed field work and research in support of cultural resources assessment pursuant to CEQA requirements. Authored technical report.

MONICA STRAUSS**Lake Hodges, San Diego County, CA****Research Assistant****CLIENT:** San Diego County Water Authority

Conducted study of groundstone tool collection and authored analytical report of findings.

Mid City Police Station, Los Angeles, CA**Project Director****CLIENT:** City of Los Angeles, Bureau of Engineering

Managed research and field survey for architectural evaluation of historic-era structure and prepared technical report in compliance with CEQA.

Haiwee Dam, Lone Pine, CA**Field Archaeologist****CLIENT:** City of Los Angeles, Department of Water and Power

Participated in archaeological field survey involving the identification and recording of prehistoric and historic archaeological sites and structures in preparation for the construction of a new dam.

Gateway Cities, Los Angeles County, CA**Project Director****CLIENT:** County of Los Angeles, Department of Public Works

Conducted 28 records searches and reported on findings, including site surveys, previously-recorded archaeological sites, and historic structures.

Riverside OHV**Research Assistant****CLIENT:** State of California

Conducted field reconnaissance and documented historic-era Lockheed facility.

Del Amo Blvd., Torrance, CA**Project Director (Cultural Resources Assessment)****CLIENT:** City of Torrance

Conducted records search, archaeological field survey, historic structures documentation, historic research, and coauthored cultural resources assessment documentation in compliance with Section 106.

Arroyo Seco Bike Path, Los Angeles, CA**Project Director****CLIENT:** County of Los Angeles, Department of Public Works

Managed all aspects of Section 106 review in accordance with Caltrans Cultural Resources Environmental guidelines. Orchestrated the research strategy, directed the field teams, and prepared cultural resources assessment documentation for approval by Caltrans and FHWA and cultural resources section for Mitigated Negative Declaration.

Hellman Ranch Monitoring, Orange County, CA**Field Archaeologist/Research Assistant****CLIENT:** City of Seal Beach

Conducted archaeological monitoring and excavation of Native American burials discovered during construction of the Heron Point Development, a large housing development owned by John Laing Homes. Conducted research of prehistoric burials throughout southern California and performed comparative evaluation. Conducted in-depth analysis of large groundstone tool collection.

MONICA STRAUSS**Malibu Creek State Park, Malibu, CA****Research Assistant****CLIENT:** California Department of Parks and Recreation

Conducted records search and general research of prehistoric and historic resources within the park in preparation of General Plan. Prepared historical overview and report identifying the nature and location of cultural resources. Directed Native American consultation.

Los Angeles Reservoir, San Fernando, CA**Field Archaeologist/Research Assistant****CLIENT:** City of Los Angeles, Department of Water and Power

Conducted records search and intensive archaeological survey of portions of the Van Norman Archaeological District. Conducted research on the history of the dam, reservoir, and aqueduct complex and prepared historical overview for portion of the report.

Ambassador College, Pasadena, CA**Research Assistant****CLIENT:** Worldwide Church of God

Conducted intensive research at both libraries and museums on the history of Pasadena and the development of the city's "cultural fabric." Assisted in the preparation of posters for presentation to clients and at public meetings.

Chapman College, City of Orange, CA**Field Assistant/Research Assistant****CLIENT:** Chapman University

Assisted with the in-field documentation of historic structures. Consulted historic databases and libraries to define the historical evolution of the neighborhood and the design of specific buildings.

Vermont Avenue Relief Sewer, Los Angeles, CA**Project Director****CLIENT:** City of Los Angeles, Bureau of Engineering

Conducted Phase I Archaeological Evaluation including records search, historic research, intensive site survey, and preparation of Technical Report.

Montrose Settlements Restoration Program, Los Angeles and Orange Counties, CA**Research Assistant****CLIENT:** The National Oceanic and Atmospheric Administration

Conducted research and prepared report on the prehistory and history of the region along the coastlines of Los Angeles and Orange Counties and the eight Channel Islands with special attention to areas of cultural resource concentrations.

LMXU, San Diego County, CA**Research Assistant****CLIENT:** Confidential

Conducted microlevel analysis of groundstone tool collection.

Cross Valley Connector, Los Angeles County, CA**Research Assistant****CLIENT:** Caltrans

Conducted records search to identify prehistoric and historic cultural resources within the project area. Instigated contact with Native American groups to document concerns.

MONICA STRAUSS**Taylor Yard, Los Angeles County, CA****Research Assistant****CLIENT:** California Department of Parks and Recreation

Conducted records search to identify cultural resources within the project area.

I-5 Manchester, San Diego County, CA**Research Assistant****CLIENT:** Dokken Engineering for the City of Encinitas

Compiled profiles on properties within project area using property description database.

North Baja Pipeline Project, Ehrenberg, Arizona to Mexican Border**Field Archaeologist****CLIENT:** Pacific Gas and Electric

Excavated, surveyed, and mapped (using a submeter GPS) prehistoric sites for the installation of a natural gas pipeline going from Blythe, California, to Yuma, Arizona.

San Clemente Island Testing Project, Los Angeles County, CA**Field Archaeologist****CLIENT:** ASM Affiliates for the U.S. Navy, Southwest Division

Conducted excavation; auger testing; and site mapping, recording, and relocating of archaeological sites.

San Clemente Island Site Relocation Project, Los Angeles County, CA**Field Archaeologist****CLIENT:** KEA Environmental for the U.S. Navy, Southwest Division

Participated in relocation, survey, and recording of prehistoric and historic sites.

San Clemente Island Eel Point Excavation, Los Angeles County, CA**Field Archaeologist/Research Assistant****CLIENT:** In coordination with California State University, Northridge

Conducted excavation of multicomponent shell midden site and analysis of artifactual and ecofactual components.

Baja California Sur Site Survey Program, Baja California, Mexico**Field Assistant****CLIENT:** In coordination with the University of Baja California Sur, La Paz

Participated in site survey and recording, including the illustration of rock art.

Center for Public Archaeology, California State University Northridge, California**Lab Assistant**

Conducted shell, faunal, and lithic analysis, cataloging, and general curation.

MONICA STRAUSS**PROFESSIONAL PAPERS**

Strauss, M. 2000. Trans-Holocene Use of Milling Tools in a Maritime Environment, Eel Point, San Clemente Island. Oral Presentation at the Society for California Archaeology Meeting, Riverside, California, April.

SELECTED REPORTS

An Archaeological Evaluation of Four Sites in the Quarry and Ridge Road Vicinities, San Clemente Island, California. Prepared for Southwest Division, Naval Facilities Engineering Command, NRO. (2004).

Proposal for Extended Phase I Testing of CA-RIV-1085 and CA-RIV-1086 for the Proposed Ivy Street Bridge Project, City of Murrieta, CA. Prepared for Caltrans District 8. EDAW, Inc. (2003).

Historic Property Survey Report: Sepulveda Boulevard Tunnel at Mulholland Drive in Connection with the Proposed Sepulveda Boulevard Reversible Lane and Bike Lanes Project, City of Los Angeles, CA (with A. Tomes). Prepared for City of Los Angeles. EDAW, Inc. (2003).

Historical Architectural Evaluation of the Sepulveda Boulevard Tunnel at Mulholland Drive in Connection with the Proposed Sepulveda Boulevard Reversible Lane and Bike Lanes Project, City of Los Angeles, CA (with A. Tomes). Prepared for City of Los Angeles. EDAW, Inc. (2003).

Cultural Resources Assessment for the Proposed Lakewood Boulevard Improvement Project, City of Downey, CA (with A. Tomes). Prepared for City of Downey. EDAW, Inc. (2003).

Lake Hodges: Milling Tool Analysis. San Diego County, CA (with R. Apple). Prepared for San Diego County Water Authority. EDAW, Inc. (2003).

Historical Architectural Survey and Evaluation for the Proposal Mid-City New Police Station Project, City of Los Angeles, CA (with C. Dolan). Prepared for City of Los Angeles. EDAW, Inc. (2003).

Historical Resources Evaluations Report for the Proposed Del Amo Boulevard Extension Project, City of Torrance, CA (with C. Dolan). Prepared for City of Torrance. EDAW, Inc. (2003).

Historical Resources Evaluation Report for the Proposed Arroyo Seco Bike Path Project, County of Los Angeles (with C. Dolan). Prepared for County of Los Angeles. EDAW, Inc. (2003).

Malibu Creek State Park General Plan, City of Calabasas, CA (with E. Wilson). Prepared for California Department of Parks and Recreation. EDAW, Inc. (2003).

Archaeological Survey for the Proposed Vermont Avenue Relief Sewer, City of Los Angeles, CA. Prepared for City of Los Angeles. EDAW, Inc. (2003).

Montrose Settlements Restoration Project: Preliminary Planning Report. (with K. Myers) Prepared for the National Oceanic and Atmospheric Administration. EDAW, Inc. (2003).

Taylor Yard State Park General Plan, Los Angeles, CA (with E. Wilson). Prepared for California State Parks and Recreation. EDAW, Inc. (2003).

MONICA STRAUSS**PUBLIC OUTREACH AND EDUCATION**

2003. Volunteer lecturer and field advisor at San Clemente Island Field School.

2003. Key speaker at Seal Beach Historical Society community outreach meeting regarding findings from the Hellman Ranch Archaeological Sites, Seal Beach, CA.

2002. Guest lecturer at Rosemead Elementary School regarding career opportunities in cultural resources management, Rosemead, CA.

1998–2000. Appointment at California State University, Northridge, Anthropology Department. Directed undergraduate peer student advisement center, counseled students regarding course selection, graduation preparation, and employment opportunities.

SARA DIETLER
Staff Archaeologist

SUMMARY

Eight years of experience in California archaeology

Trained in National Historic Preservation Act, Section 106 compliance

Experience with survey, excavation, mapping, recordation, lab analysis and literature research of both prehistoric and historic southern California sites

Co-authors technical reports in support of CEQA and Section 106 compliance

Experience with excavation and analysis of complex coastal shell midden sites

EDUCATION

BA, Anthropology, San Diego State University, 1998

Minor, American Indian Studies, San Diego State University, 1998

AFFILIATIONS

Society for American Archaeology

Society for California Archaeology

Sara Dietler is an archaeologist with over eight years experience in cultural resource management in Southern and Central California. She has worked for more than three years in the Los Angeles area and has participated in numerous historic and prehistoric research projects throughout the county, as well as Orange and San Diego Counties. Since joining EDAW's Los Angeles office, she has completed research as well as co-authored technical reports on numerous projects relating to the historic development of Los Angeles. She has experience in historic/prehistoric record searches, general historic literature research, historic architectural survey, historic/prehistoric site survey, recordation and excavation, and the preparation of all related cultural resource documentation.

REPRESENTATIVE EXPERIENCE

Central Los Angeles High School #9, Los Angeles, CA
Archaeological Monitor/Lab Analyst

CLIENT: Los Angeles Unified School District

Conducted on-site monitoring and investigation of archaeological sites exposed as a result of construction activities. Prepared a catalog and analyzed recovered historic items. Completed background research on site history and contributed to recommendations for monitoring and further site testing.

The Grove at Farmers Market Monitoring Project.
Lab Director

CLIENT: A.F. Gilmore Company

Served as Lab Director for the analysis of a historic collection recovered from the area surrounding the historic Farmers Market and the nearby Gilmore Adobe. The project included cataloging and analysis of all recovered artifacts, reconstruction of items, photo-documentation and preparation for display and curation of the entire collection. Co-authored the resulting technical report for the project, which detailed the results of monitoring. The report included an analysis of features and artifacts recovered and a detailed history of the property.

Public Safety Facilities Master Plan, Los Angeles County, CA
Field Archaeologist/Research Assistant

CLIENT: City of Los Angeles, Department of Public Works

Assisted in research and survey of a Phase I archaeological resources evaluation of an approximately five-square block area in downtown Los Angeles. Completed a record search at the South Central Coastal Information Center in addition to research on specific historic attributes present on the properties and general site history within the APE.

San Diego Ballpark Project
Archaeological Monitor

CLIENT: City of San Diego

Served as archaeological monitor for the construction of underground utility line installation for San Diego, California's downtown ballpark. Recovered historic artifacts and kept detailed records. Handled public relations and dealt with a variety of public officials and construction crews effectively, despite the controversial and complicated nature of this multimillion dollar project.

SARA DIETLER**SANDAG Regional Beach Restoration Project.****Lead Archaeological Monitor****CLIENT:** SANDAG

Acted as lead archaeological monitor in the inspection and analysis of offshore sediments along a large portion of coastal of San Diego County. The monitoring represented an effort to identify inundated archaeological sites in sediments representing former coastline. Collected samples of sediment, shellfish, and marine mammal remains from dredging spoils, and identified and described samples. Served as a vital member of a multidisciplinary team in materials evaluation. Job required familiarity with construction methods, and an ability to deal with a high level of media and public interest.

Hellman Ranch Monitoring, Orange County, CA**Lab Director****CLIENT:** City of Seal Beach

Served as Lab Director for the final monitoring phase of the project, cataloging and analyzing artifacts recovered from salvage monitoring and test units placed in relation to recovered intact burials. Conducted microscopic analysis of small items such as shell and stone beads. Also directed the photo-documentation of the entire collection.

Hellman Ranch Monitoring, Orange County, CA**Lab Assistant****CLIENT:** City of Seal Beach

Catalogued a portion of the materials from the archaeological excavation of over forty test excavation units at six Gabrielino sites in Seal Beach, California. Processed and analyzed in detail all invertebrate material recovered from the unit column samples.

Barona Reservation Cultural Center Project, San Diego County, CA**Lab Assistant****CLIENT:** Barona Band of Mission Indians

Completed an inventory of the recently purchased core collection for a new archaeological museum. Identified, inventoried, cleaned, and restored the artifacts, including extensive lithic and ceramic assemblages. Transformed the old and poorly packaged collection into one professionally sorted, documented, and labeled, and curated to Federal standards.

All American Pipeline Conversion Survey**Field Archaeologist****CLIENT:** Plains All American Pipeline, L.P.

Led a field crew as a part of a 170-mile long archaeological survey for the conversion of a high-pressure gas pipeline in the Mojave Desert between the towns of Daggett and Blythe, California. The survey located and updated previously unrecorded resources, including 93 archaeological sites and 22 isolated artifacts.

Level Three Long Haul Construction Monitoring.**Archaeological Monitor/Lab Assistant****CLIENT:** Level Three Communications

Coauthored a technical report concerning the salvage excavation of a Chumash multiple human burial exposed during the project, researching and analyzing the unique assemblage of stone beads associated with the human remains. Monitored the directional drilling, trenching, and clean-up relating to the installation of fiber optic cable along the coast of Santa Barbara and Ventura Counties, California. Worked closely with Chumash monitors in the identification, boundary and significance testing, and protection of prehistoric archaeological sites.

SARA DIETLER**Model Marsh Data Recovery.****Field Archaeologist/Lab Assistant****CLIENT:** City of San Diego

Excavated and water screened as part of a archaeological data recovery project for a buried Late Prehistoric period shell midden site (CA-SDI-15,598) in southern coastal San Diego, California. Following the excavation of 41 archaeological test units and 23 shovel test pits, sorted, catalogued, and speciated over 77,000 grams of shellfish and other cultural materials. Wrote the Invertebrate Faunal Analysis chapter of the resulting technical report.

MILCON Monitoring and Data Recovery.**Field Archaeologist****CLIENT:** Naval Facilities Engineering Command, Southwest Division

Served as field crew for the emergency salvage treatment of eleven flexed human burials on northern MCAS Camp Pendleton, San Diego County, California. Data recovery included the identification of burial features during monitoring, exposing, documenting, and identifying visible remains, and then pedestalling and removing them in blocks.

ARCO Burial Ground Salvage Excavation.**Lab Assistant****CLIENT:** ARCO Gas

Assisted in cataloguing and analyzing artifacts following the salvage excavation of site CA-LAN-2682, a Protohistoric period Gabrielino habitation site and burial ground. Identified, sorted, and catalogued archaeological material including artifacts, large numbers of invertebrate and vertebrate faunal remains, as well as human remains. Conducted extensive research on several similar sites, culminating in an analytical paper presented at the 1999 Society for California Archaeology Meetings and published the following year in the group's proceedings.

PUBLICATIONS

2000 Protohistoric Burial Practices of the Gabrielino as Evidenced by the Comparison of Funerary Objects from Three Southern California Sites. In *Proceedings of the Society for California Archaeology, Volume 13*. Judyth Reed, Greg Greenway, and Kevin McCormick eds. Society for California Archaeology. Fresno.

APPENDIX B
SITE RECORDS

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

Resource Name or #: OVMC-1

P1. Other Identifier: Maclay Highline aqueduct

P2. Location: ☒ Not for Publication ☐ Unrestricted a. County Los Angeles
and P2c, P2e, and P2b or P2d.
b. USGS 7.5' Quad San Fernando Date 1995 T 3N ; R 15W : All of SW ¼ of Sec 22; S.B.B.M.
c. Address Olive View Medical Center 14445 Olive View Dr. City Sylmar (Los Angeles) Zip 91342
d. UTM: Zone: 11; West end (Sycamore Avenue): 366840 mE/ 3799140 mN
East end (Wilson Canyon Channel): 367180 mE/ 3799100 mN
e. Other Locational Data: The segment runs between Sycamore Avenue and the Wilson Canyon Channel (just to the east of Bledsoe Street/Reagan Avenue), just north of and roughly paralleling Bucher Avenue.

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This is a segment of an underground aqueduct that carried water from the Los Angeles Aqueduct to the Maclay Reservoir, providing unfiltered water to north San Fernando Valley and used for domestic purposes, including irrigation. It was constructed between 1915 and 1927 and operated until ca. 1990.

P3b. Resource Attributes: HP20. Canal / aqueduct

P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: Maclay Highline manhole adjacent to Wilson Canyon Channel, views west (towards OVMC hospital bldg.) and down. 6/27/2006

P6. Date Constructed / Age and Sources: ca. 1915
☒ Historic ☐ Prehistoric ☐ Both
Source: engineering plans described by Los Angeles Department of Water and Power, dated 12/8/1915.

P7. Owner and Address:
Los Angeles County
Department of Health Services
313 N. Figueroa Street
Los Angeles, CA 90012

P8. Recorded by:
John Dietler, RPA
EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010

P9. Date Recorded:
September 18, 2006

P10. Survey Type: Intensive pedestrian survey

P11. Report Citation: 2006 Strauss, Monica and John Dietler Archaeological Resources Assessment for the Proposed Olive View Medical Center Emergency Services Expansion. Unpublished report on file at EDAW, Inc., Los Angeles.

Attachments: ☐ None ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☒ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP SHEET

Primary # _____
HRI# _____
Trinominal _____

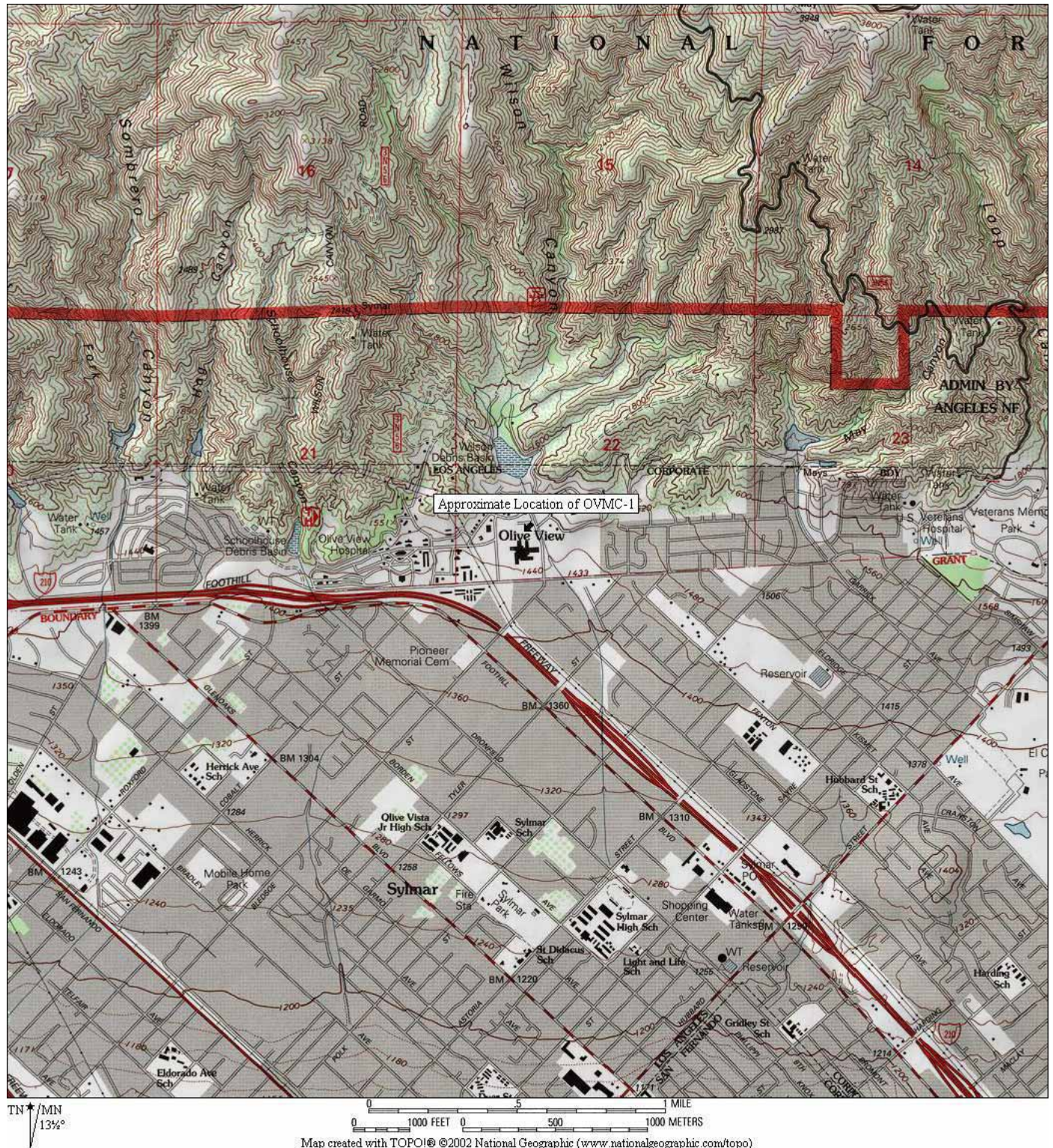
Page 2 of 3

Map Name: San Fernando, California 7.5' Quad

Resource Name or # OVMC-1

Scale: 1:24,000

Date of Map: 2002



California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # _____

HRI # _____

Trinomial _____

Page 3 of 3

Resource Name or #: OMVC-1

L1. Historic and/or Common Name: Maclay Highline aqueduct

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation:

L2b. Location of point or segment: The recorded segment runs from Sycamore Avenue (366840 mE/ 3799140 mN) east to the Wilson Canyon Channel (367180 mE/ 3799100 mN).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The Maclay Highline (A.K.A Maclay High Line) is an unpressurized/gravity propelled, below ground aqueduct. It is an un-reinforced concrete pipe constructed to bring water from the Los Angeles Aqueduct to the northeast San Fernando Valley. It runs from the Cascades in Sylmar to the Maclay Reservoir. Original plans for the line were completed on December 8, 1915, and the finished pipeline appears on historic maps dating to 1927. The line is likely named after Maclay Street, which is located in the vicinity of the line. The street is named for Charles Maclay, a California State Senator and prominent San Fernando Valley developer in the late nineteenth century. The pipe is ovate in cross-section and measures 7.5 feet wide and 4 feet high and it is. Some portions of it are encased in tunnels (perhaps 10 to 12 segments), and several sluice gates were used to release water to irrigate farm fields. Damage sustained by the line in the 1971 Sylmar Earthquake was repaired and the line continued to be used until approximately 1990 when it was replaced by a new pressurized pipeline. The above information was obtained from Los Angeles Department of Water and Power Senior Engineer, Luis Nuno in 2006.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. and b. Width: 4 feet

c. Height: 7.5 feet

d. Length of Segment: ~1115 ft (as segment is buried, estimate based on historic maps)

L4e. Sketch of Cross-Section (include scale) **Facing:**

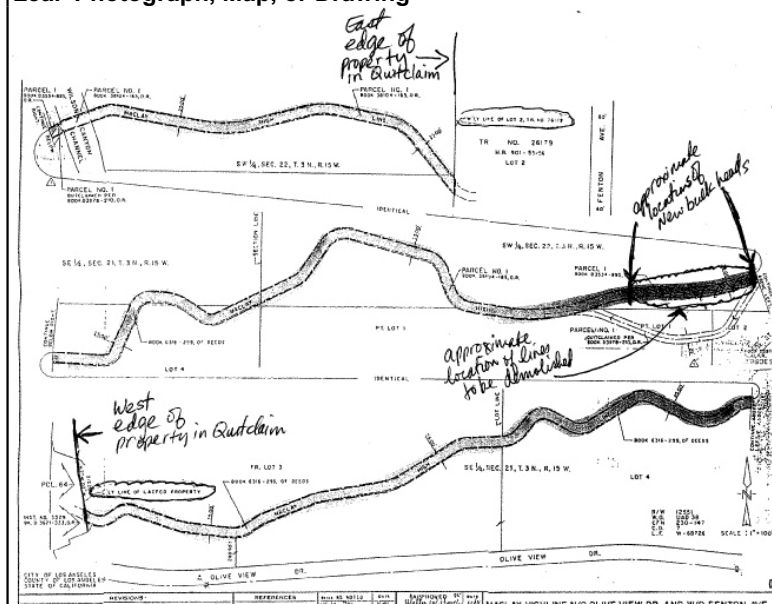
L5. Associated Resources:

Similar lines in the San Fernando Valley include the Chatsworth Highline (now abandoned and replaced) which ran west from the LA Aqueduct and the River Supply Conduit (to be replaced soon), which runs from North Hollywood to Rowena Reservoir in the Los Feliz area.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) Described segment runs beneath a level parking lot.

L7. Integrity Considerations: The line was abandoned and decommissioned by the LADWP in 1990. The line has been reclaimed to the County of Los Angeles. The anticipated construction project will affect the following segment of the abandoned Maclay Highline, as shown in figure L8a. The County will be demolishing about 250 feet of the aqueduct and will install two permanent bulkheads, one at each end of the line where it will be cut and demolished.

L8a. Photograph, Map, or Drawing



L8b. Describe Photo, Map, or Drawing (View, scale, etc.)

Plan View of Maclay Highline segment on Olive View Medical Center. Segment to be demolished noted with arrows. Segment recorded here consists of the right half of the central segment depicted in the drawing.

L9. Remarks:

L10. Form Prepared by:

John Dietler, RPA
EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010

L11. Date: September 18, 2006

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

Resource Name or #: OVMC-2

- P1. Other Identifier:** Olive View Tuberculosis Sanitarium Complex Laundry and Linen Buildings
- P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** a. **County** Los Angeles
and P2c, P2e, and P2b or P2d.
b. **USGS 7.5' Quad** San Fernando **Date** 1995 **T** 3N ; **R** 15W : SE ¼ of SE ¼ of Sec 21; S.B. B.M.
c. **Address** Olive View Medical Center 14445 Olive View Dr. **City** Sylmar (Los Angeles) **Zip** 91342
d. **UTM: Zone:** 11; 3798870 mE/ 366630 mN
e. **Other Locational Data:** The site is located immediately northeast of the intersection of Olive View Drive and Cobalt Avenue, and south of Workman Road.
- P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This site contains two concrete foundations associated with the Olive View Tuberculosis Sanitarium Complex (OVTSC). The western foundation consists of a level cement pad and an external cement stairway, and is likely the OVTSC Laundry Building. The eastern foundation consists of a smaller cement pad, and is likely the OVTSC Linen Building.
- P3b. Resource Attributes:** AH2. Foundations / structure pads
- P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:

Laundry Building foundation, view N.
6/27/2006

P6. Date Constructed / Age and Sources: between 1919-1925

☒ Historic ☐ Prehistoric ☐ Both

P7. Owner and Address:

Los Angeles County
Department of Health Services
313 N. Figueroa Street
Los Angeles, CA 90012

P8. Recorded by:

John Dietler, RPA
EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010

P9. Date Recorded:

September 25, 2006

P10. Survey Type: Intensive pedestrian survey

P11. Report Citation: 2006 Strauss, Monica and John Dietler Archaeological Resources Assessment for the Proposed Olive View Medical Center Emergency Services Expansion. Unpublished report on file at EDAW, Inc., Los Angeles.

Attachments: ☐ None ☒ Location Map ☒ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Linear Resource Record ☒ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP SHEET

Primary # _____
HRI# _____
Trinomial _____

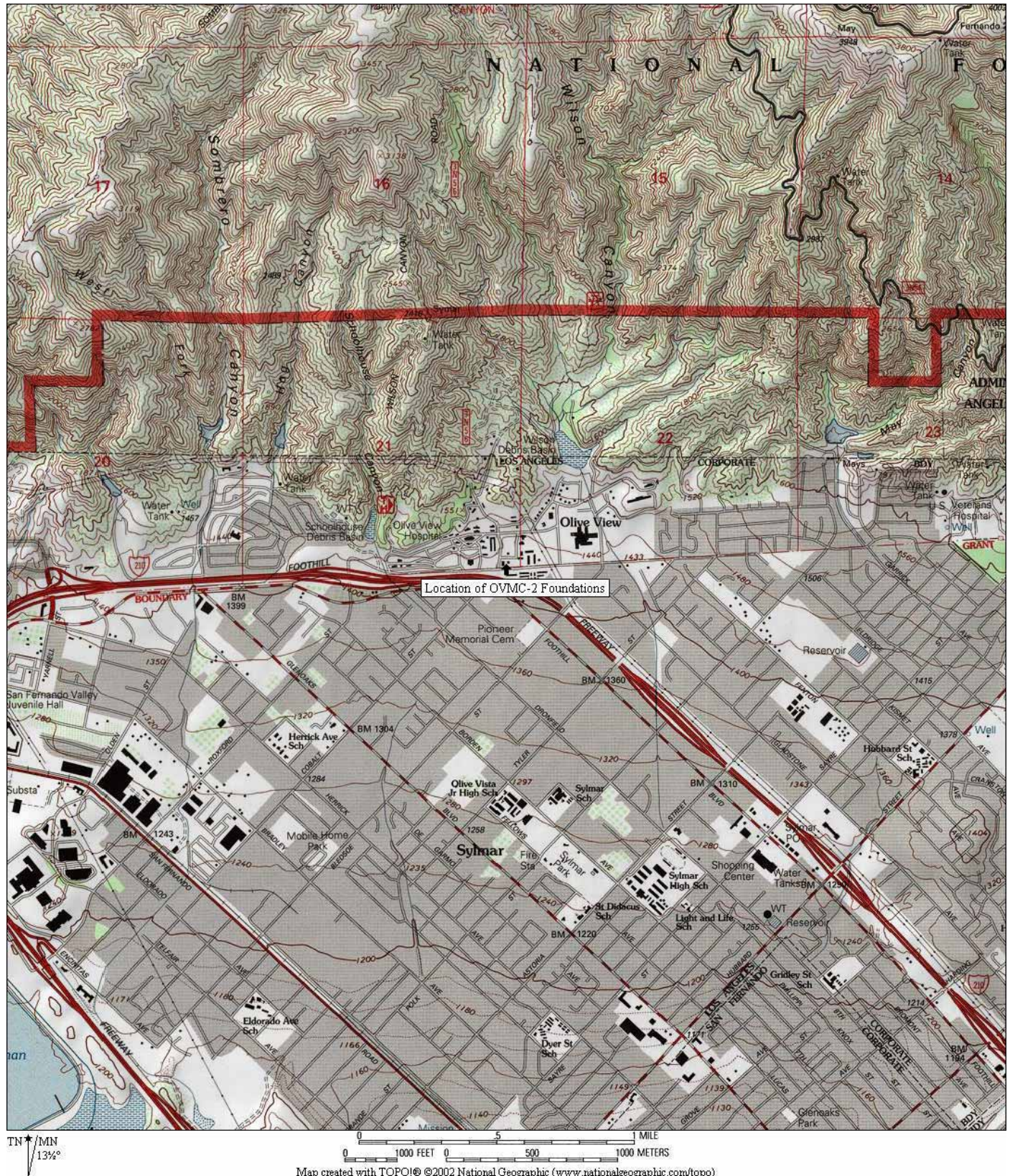
Page 2 of 4

Map Name: San Fernando, California 7.5' Quad

Resource Name or # OVMC-2

Scale: 1:24,000

Date of Map: 2002



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 4

Resource Name or # OVMC-2

- A1. Dimensions:** a. Length ~175 ft × b. Width ~120 ft
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☒ Other: scaled from maps and aerial photo
Method of Determination (Check any that apply): ☐ Artifacts ☒ Features ☐ Soil ☐ Vegetation ☐ Topography
☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other (Explain):
Reliability of Determination: ☒ High ☐ Medium ☐ Low Explain:
Limitations (Check any that apply): ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined
☐ Disturbances ☐ Vegetation ☒ Other (Explain): Foundations partly obscured by soil.

A2. Depth: ☐ None ☒ Unknown **A3. Human Remains:** ☐ Present ☒ Absent ☐ Possible ☐ Unknown (Explain):

A4. Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):

This site contains two concrete foundations associated with the Olive View Tuberculosis Sanitarium Complex (OVTSC). The western foundation consists of a level cement pad and an external cement stairway that extends west from the northwest corner of the building. The foundation consists of numerous rectangular slabs of concrete and is partly obscured by soil and brush, making the determination of its current size and dimensions difficult. Several small iron rings are visible in the surface of the concrete, and may be remnants of embedded plumbing or supports for other building features. The western foundation is likely associated with the OVTSC laundry building, which has a similar size and orientation and appears on both the 1923 Sanborn map and an undated OVTSC map. On the OVTSC map, the building is labeled "LAUNDRY BLDG. L.A. CO. NO. 2521." The Sanborn map indicates that the original laundry facility measured approximately 120 feet north-south by 60 feet east-west. The map indicates the presence of electric irons against the interior east wall of the building, while the northern fifth (ca. 25 ft.) of the building was subdivided into two separate linen rooms. Further notation on the Sanborn map describes the building as "REINF CONC & BR CONSTR'N FIREPROOF EXCEPT FOR EXPOSED STEEL TRUSSES ON CONCR PILASTERS." This notation may apply to the eastern foundation as well (described below). The laundry building was damaged during the Northridge earthquake in 1994, and was subsequently demolished in 2004 with funding from the Federal Emergency Management. The eastern foundation is located immediately east of the western foundation, and is similar to the latter in terms of construction, and its boundaries are similarly difficult to define, though it is clearly much smaller than its western neighbor. The eastern foundation is likely associated with the OVTSC linen building. A building in this location is labeled "LINEN BLDG. L.A. CO. NO. 2519" on the OVTSC map. The Sanborn map includes the notations "LINEN MENDING" and "MATTRESS [unreadable]," and indicates that the building's original dimensions were approximately 40 feet north-south by 80 feet east-west. This building may have been demolished in 2004 as well.

A5. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.): None observed.

A6. Were Specimens Collected? ☒ No ☐ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

A7. Site Condition: ☐ Good ☐ Fair ☒ Poor (Describe disturbances): These two buildings have been demolished, leaving only foundations. The foundations are both in good condition, but the external stairway of the Laundry Building is badly crumbling, and in very poor shape.

A8. Nearest Water (Type, distance, and direction): Wilson Canyon Channel, 600 m east. **A9. Elevation:** 1430 ft. above msl

A10. Environmental Setting (Describe vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc., as appropriate.): Landscaped vegetation, including grass and nonnative trees. Underlying geology consists of unconsolidated recent alluvium, primarily eroded from the San Gabriel Mountains to the north.

A11. Historical Information: See A4 and A12.

A12. Age: ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☒ 1914-1945
☐ Post 1945 ☐ Undetermined

Describe position in regional historic chronology or factual historic dates if known: Constructed as part of the Olive View Tuberculosis Sanitarium Complex between 1919 and 1925. Likely modified in subsequent years.

A13. Interpretations (Discuss data potential, function[s], ethnic affiliation, and other interpretations): See A4

A14. Remarks:

A15. References:

Sanborn Fire Insurance Maps
1923 Sanborn Fire Insurance Maps; Volumes 1-3, Sheets 4_a, 58, 297 and Key Map for the City of Los Angeles.
Electronic document, accessed through Los Angeles Public Library.
Olive View Sanitarium Complex Map,
ca. 1925 On file at Olive View Medical Center Facilities Management office.

A16. Photographs: Original Media/Negatives Kept at: EDAW, Inc. Los Angeles.

A17. Form Prepared by: John Dietler, RPA **Date:** September 25, 2006

Affiliation and Address: EDAW, Inc. 3780 Wilshire Boulevard, Suite 250 Los Angeles, California 90010

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # _____
HRI# _____
Trinomial _____

Page 4 of 4

*Resource Name or # PVMC-2

*Drawn By: Sara Dietler (from Google Earth, 11/17/05)

*Date: August 23, 2006



EDR Report



The EDR Radius Map™ Report

**Olive View Medical Center
14445 Olive View Drive
Sylmar, CA 91342**

Inquiry Number: 1619456.1s

February 22, 2006

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

14445 OLIVE VIEW DRIVE
SYLMAR, CA 91342

COORDINATES

Latitude (North):	34.326600 - 34° 19' 35.8"
Longitude (West):	118.445800 - 118° 26' 44.9"
Universal Transverse Mercator:	Zone 11
UTM X (Meters):	366988.5
UTM Y (Meters):	3799120.8
Elevation:	1465 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	34118-C4 SAN FERNANDO, CA
Source:	USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL Liens	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information

EXECUTIVE SUMMARY

RCRA-SQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

AWP	Annual Workplan Sites
Cal-Sites	Calsites Database
CA BOND EXP. PLAN	Bond Expenditure Plan
NFA	No Further Action Determination
NFE	Properties Needing Further Evaluation
SCH	School Property Evaluation Program
Toxic Pits	Toxic Pits Cleanup Act Sites
SWF/LF	Solid Waste Information System
CA WDS	Waste Discharge System
WMUDS/SWAT	Waste Management Unit Database
SWRCY	Recycler Database
CA FID UST	Facility Inventory Database
SLIC	Statewide SLIC Cases
AOCONCERN	San Gabriel Valley Areas of Concern
UST	Active UST Facilities
HIST UST	Hazardous Substance Storage Container Database
AST	Aboveground Petroleum Storage Tank Facilities
SWEEPS UST	SWEEPS UST Listing
CHMIRS	California Hazardous Material Incident Report System
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
DEED	Deed Restriction Listing
VCP	Voluntary Cleanup Program Properties
CLEANERS	Cleaner Facilities
LOS ANGELES CO. HMS	HMS: Street Number List
WIP	Well Investigation Program Case List
HAZNET	Facility and Manifest Data
EMI	Emissions Inventory Data

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
----------------------	---------------------

EXECUTIVE SUMMARY

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land
INDIAN UST..... Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STATE AND LOCAL RECORDS

REF:This category contains properties where contamination has not been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency.

A review of the REF list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 REF site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
CASTLE PRECISION INDUSTRIES	14148 BLEDSOE ST.	1/8 - 1/4 SE	1	6

CORTESE:This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>LA CO FD FIRE STATION #046</i>	<i>14425 OLIVE VIEW DR</i>	<i>1/4 - 1/2 WSW 2</i>		<i>7</i>

EXECUTIVE SUMMARY

LUST:The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 01/09/2006 has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
LA CO FD FIRE STATION #046 Facility Status: Leak being confirmed	14425 OLIVE VIEW DR	1/4 - 1/2 WSW 2		7

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name

LA CO FMD WAYSIDE HONOR RANCHO
MOBIL OIL CORP-WEST COAST PIPE
TEXACO-HONOR RANCHO TANK BATT
WILHELM RAUMER
MAFB-OLD AERO CLUB -0
AMERICAN PACIFIC INTL
ARCO PRODUCTS #06179
COUNTRY CLEANER

Database(s)

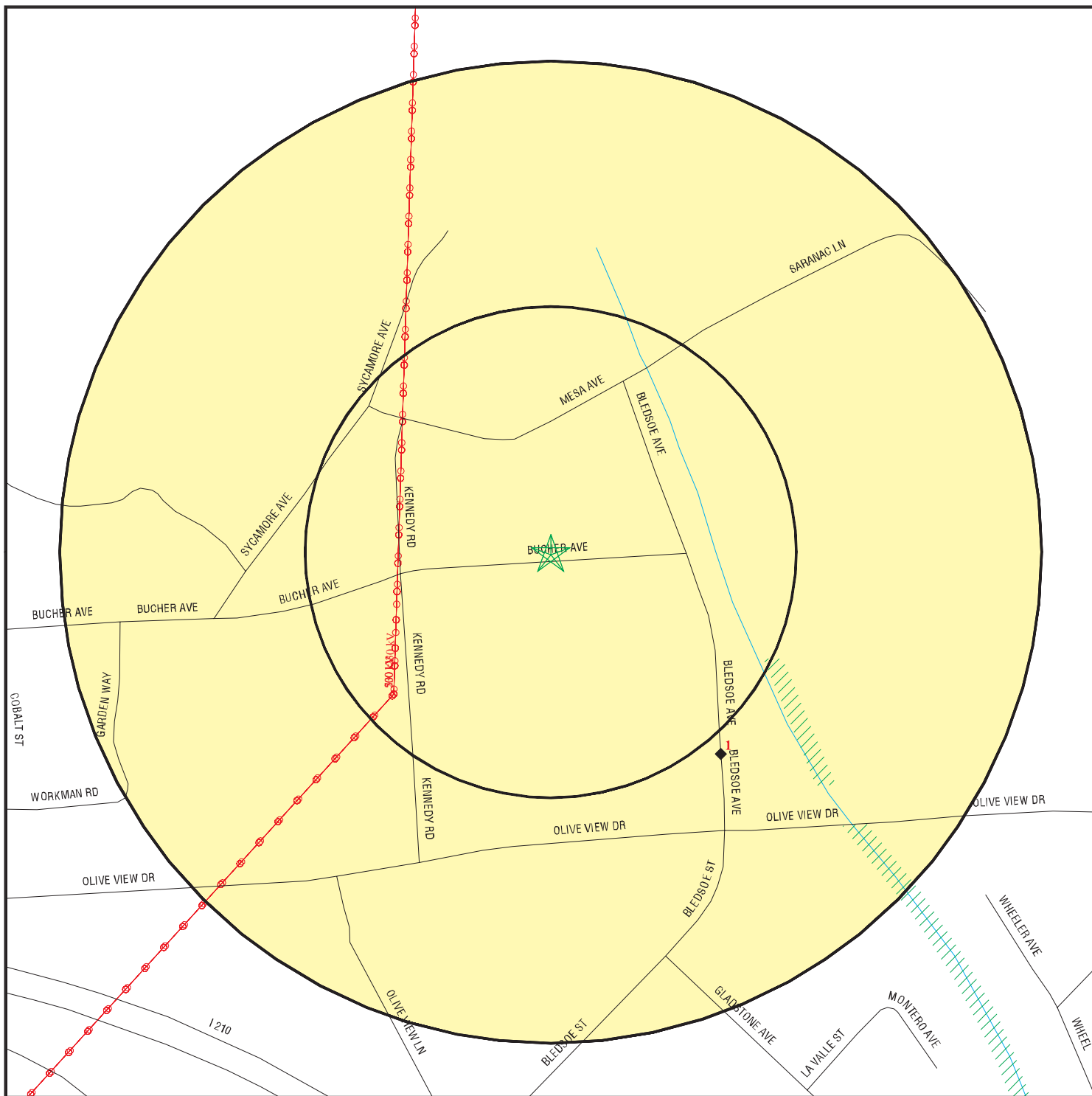
SWEEPS UST
SWEEPS UST
SWEEPS UST
CA FID UST, SWEEPS UST
HAZNET, LUST, CHMIRS
CERC-NFRAP
UST
SLIC

The map displays a residential neighborhood with a grid of streets. Two concentric black circles are centered on a yellow star, indicating a signal source. A yellow circle highlights a central area. Red lines with circles represent signal paths, labeled with voltage levels like 230kV and 300kV. Black dots labeled 1 and 2 are also present. Street names like POLK ST and ROXFORD ST are visible.

-

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DETAIL MAP - 1619456.1s



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ⚙ Manufactured Gas Plants
- ⚠ Sensitive Receptors
- 🚒 National Priority List Sites
- 🗑 Landfill Sites
- 🛡 Dept. Defense Sites

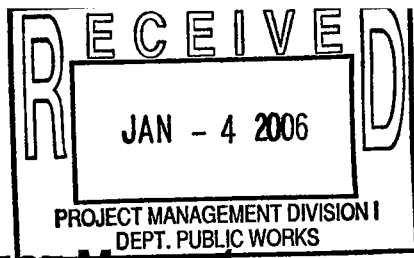
- 🏠 Indian Reservations BIA
- ⚡ Power transmission lines
- 🛢 Oil & Gas pipelines
- 🌊 100-year flood zone
- 🌊 500-year flood zone

- 🔴 Areas of Concern

SITE NAME: Olive View Medical Center
 ADDRESS: 14445 Olive View Drive
 Sylmar CA 91342
 LAT/LONG: 34.3266 / 118.4458

CLIENT: Edaw Inc.
 CONTACT: Marisa Grivas
 INQUIRY #: 1619456.1s
 DATE: February 22, 2006

Helistop Memos



PROJECT MEMO 1

Project: Olive View Medical Center
Subject: Helistop Obstruction Clearance Issues

Memo Date: October 25, 2005
Memo From: HELIPLANNERS: Jeff Wright

Memo Distribution: LANGDON WILSON: Jay Falkenberg

Heliplanners Project Code: OVM-1

I have reviewed the proposed Emergency Department expansion at Olive View Medical Center with respect to the Medical Center's existing helistop and offer the following comments.

The helistop received a Heliport Permit from Caltrans' Division of Aeronautics in 1988. At that time, it was permitted with a final approach and takeoff area (FATO) of 65 feet by 65 feet. This allows for use by helicopters with an overall length (measured with both main rotor and tail rotor turning) of 43.33 feet. As we have shown via hand overlay on Langdon Wilson's EAST/WEST SITE SECTION drawing (Sheet A1), the ED expansion would not penetrate the western 8:1 approach/departure surface associated with the helistop. The approach/departure surface begins at the edge of the FATO and extends up and out at a slope of eight feet horizontal to one foot vertical for a length of 4,000 feet. Its inner width is identical to the FATO (65 feet) and it expands uniformly to an outer width (4,000 feet distant) of 500 feet.

While the ED expansion will not penetrate the approach/departure surface associated with the helistop as currently permitted, we need to draw the project team's attention to a critical issue. The FATO size was undoubtedly based on aircraft in use at the time that the helistop was permitted in 1988. However, the size of aircraft used in commercial and public service EMS work in the L.A. Basin has increased significantly since then. In fact, to our knowledge, there are no EMS aircraft operating in the area that would comply with the permitted FATO size.

Aircraft being used in the L.A. Basin today include the following, along with their associated FATO sizes:

Bell 222 (Mercy Air)	76'
Sikorsky S-76 (Los Angeles Children's Hospital)	79'
Bell 412 (L.A. County Fire Department)	85'
Bell 205 (L.A. City Fire Department)	87'
Sikorsky UH-60L Firehawk (L.A. County Fire Department)	98'
Sikorsky SH-3H (L.A. County Sheriff's Department)	110'

Since the approach/departure surface begins at the FATO edge, a larger FATO moves that surface out farther. The result is that the approach/departure surface ends up being lower at any given point. If we apply the worst-case (largest) aircraft in use today, the Sheriff's SH-3H, the ED expansion would penetrate the approach/departure surface, as shown on the exhibit. We have also shown the safety area associated with both sizes. As with the FATO, no object should penetrate the safety area above pad elevation. As indicated on the exhibit, expanding the FATO and safety area sizes to accommodate the County's own aircraft would result in an existing handrail west of the pad penetrating the safety area.

The bottom line is that the existing permit does not accommodate the aircraft being used today. Technically, the proposed ED expansion would not penetrate the approach/departure surface as currently permitted. However, in the real world of the EMS aircraft flying in the area today, it does not work. Langdon Wilson should discuss this issue with contacts at the County's project management team. The County should be looking at modifying its helistop (possibly elevating it further on a berm or relocating it, possibly to a rooftop location) to ensure that it will again truly meet the County's needs for many years.

Unless I hear otherwise within seven days of this memo date, I will assume that all parties understand the information summarized above. Please contact me should you have questions or comments. Thank you.

PROJECT MEMO 2

Project: Olive View Medical Center
Subject: Helistop Obstruction Clearance Issues

Memo Date: April 21, 2006
Memo From: HELIPLANNERS: Jeff Wright

Memo Distribution: LANGDON WILSON: Jay Falkenberg

Heliplanners Project Code: OVM-1

I have reviewed new information provided by Jay Falkenberg for the proposed Emergency Department expansion at Olive View Medical Center. This information shows that the parapet for the ED building could be at 183'11" or 222'0" from the helistop center. Both are farther from the center than the previously-assumed approximately 160-foot separation. This Project Memo revises our earlier, October 25, 2005 Project Memo 1 on this subject.

The current Heliport Permit issued by Caltrans' Division of Aeronautics lists the helistop's FATO (final approach and takeoff area) as 65 feet square. However, as stated in our previous memo, EMS and public safety aircraft currently being used in the L.A. Basin today include the following, along with their associated FATO sizes. All are larger than the helicopter size for which the helistop is permitted.

Bell 222 (Mercy Air)	76'
Sikorsky S-76 (Los Angeles Children's Hospital)	79'
Bell 412 (L.A. County Fire Department)	85'
Bell 205 (L.A. City Fire Department)	87'
Sikorsky UH-60L Firehawk (L.A. County Fire Department)	98'
Sikorsky SH-3H (L.A. County Sheriff's Department)	110'

The largest is the Sheriff's SH-3H. Therefore, to be conservative, we have analyzed the two new center-to-parapet distances for both the currently permitted FATO size and for the FATO size associated with the SH-3H. We have assumed that the parapet would still be at the previous listed top elevation of 1481.5 feet above mean sea level (MSL). Again, to be conservative, we have also assumed the helistop elevation to be 1468 feet MSL as stated on the Caltrans Aeronautics permit (since that is how Caltrans would analyze it) rather than the slightly higher 1468.6 feet -- the high point shown on exhibits provided to us. In all four cases, the 8:1 approach surface would exceed the parapet height, as listed in the following table. Therefore, the new proposed building locations would comply with obstruction-clearance criteria even for the largest helicopter anticipated to use the helistop. (Note that this analysis does *not* address the close-in obstructions around the helistop that we have previously identified.)

	Parapet Distance from Helistop Center	
	183'-11" (183.92')	222'-0" (222.00')
8:1 Approach surface height above parapet for 65'-diameter permitted FATO	5.43'	9.94'
8:1 Approach surface height above parapet for SH-3H FATO	2.62'	7.13'

Unless I hear otherwise within seven days of this memo date, I will assume that all parties understand the information summarized above. Please contact me should you have questions or comments. Thank you.

Traffic Impact Study

FINAL REPORT

**Olive View Medical Center
Emergency Services Expansion
Traffic Impact Study
County of Los Angeles**

Prepared for

EDAW, Inc.

Prepared by

Meyer, Mohaddes Associates

707 Wilshire Boulevard, Suite 4810
Los Angeles, CA 90017

February 15, 2007

J06-1608

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INTRODUCTION

This report summarizes the results of a traffic impact study that was undertaken for the proposed construction of a 43,457 square-foot addition to the Olive View Medical Center (OVMC). The report summarizes the methodology, findings and conclusions of the traffic impact analysis. A total of five (5) key intersections in the vicinity of the project site were analyzed. The traffic study assesses the effects of the additional trips expected to be generated by the proposed expansion of emergency services. The traffic impact analysis also takes into account other traffic growth due to specific development projects in the surrounding area and overall ambient growth in background traffic.

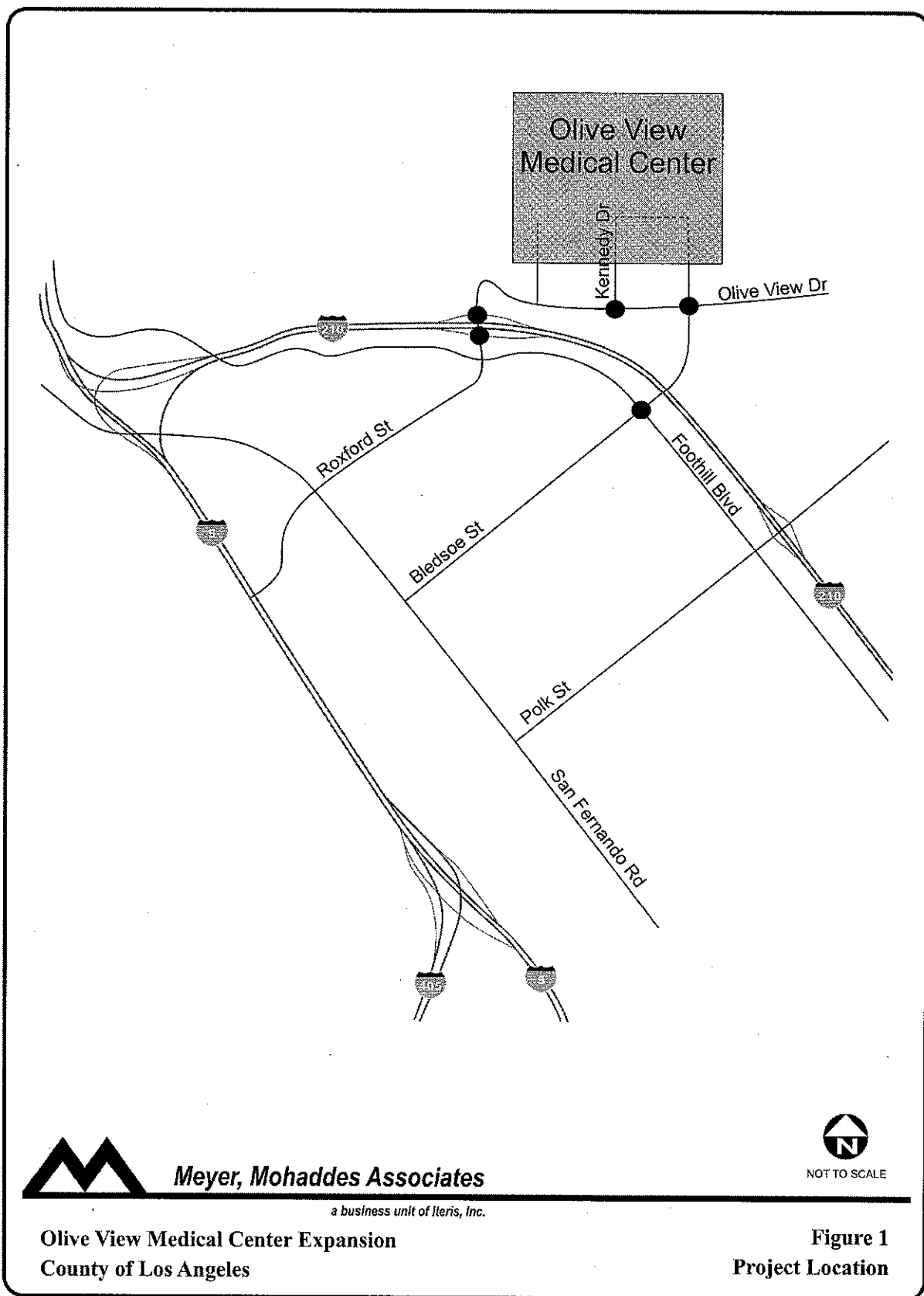
Project Description

The County of Los Angeles Department of Public Works proposes to expand the existing OVMC to include approximately 30 overnight acute care unit beds and 55 additional emergency beds. The addition would be constructed immediately north of the existing hospital in an area currently being used for employee parking. Construction of the addition is expected to begin in September 2007 and continue for approximately 26 months, with a completion date sometime in late 2009. **Figure 1** shows the location of the proposed project site in relation to the surrounding street system.

In conjunction with City of Los Angeles Department of Transportation (LADOT) staff, a total of five (5) intersections were identified and analyzed in the traffic study for weekday morning and evening peak hour conditions. The locations of the five study intersections are:

- Roxford Street at I-210 Westbound Ramps;
- Roxford Street at I-210 Eastbound Ramps;
- Kennedy Drive at Olive View Drive;
- Bledsoe Street/Reagan Road at Olive View Drive; and
- Bledsoe Street at Foothill Boulevard.

Currently, only the Roxford Street at I-210 Westbound Ramps and Bledsoe Street at Foothill Boulevard intersections are controlled by traffic signals. The locations of the analyzed locations are illustrated on **Figure 1**.



Meyer, Mohaddes Associates

a business unit of Iteris, Inc.



NOT TO SCALE

**Olive View Medical Center Expansion
 County of Los Angeles**

**Figure 1
 Project Location**

G:\USERS\2006\J06-1908 Olive View Medical Center MND\grat\Olive View.CDR 2/28/06

EXISTING CONDITIONS (2006)

New weekday morning and evening peak period turning movement traffic counts were conducted at the five analyzed intersections in May 2006. The traffic counts were conducted from 7:00-9:00 AM and 4:00-6:00 PM and the traffic impact analysis was based on the highest single hour of traffic (during each of the morning and evening peak periods) at each study intersection. Traffic count sheets are provided in **Appendix A**.

Figure 2 shows the existing peak hour traffic volumes at the analyzed intersections. A field inventory was conducted of all study intersection locations. The inventory included review of intersection geometric layout, traffic control, lane configuration, posted speed limits, transit service, land use and parking. This information is required for the subsequent traffic impact analysis. **Figure 3** illustrates the existing intersection geometry (lane configurations) for the five analyzed intersections.

Existing Roadway Conditions

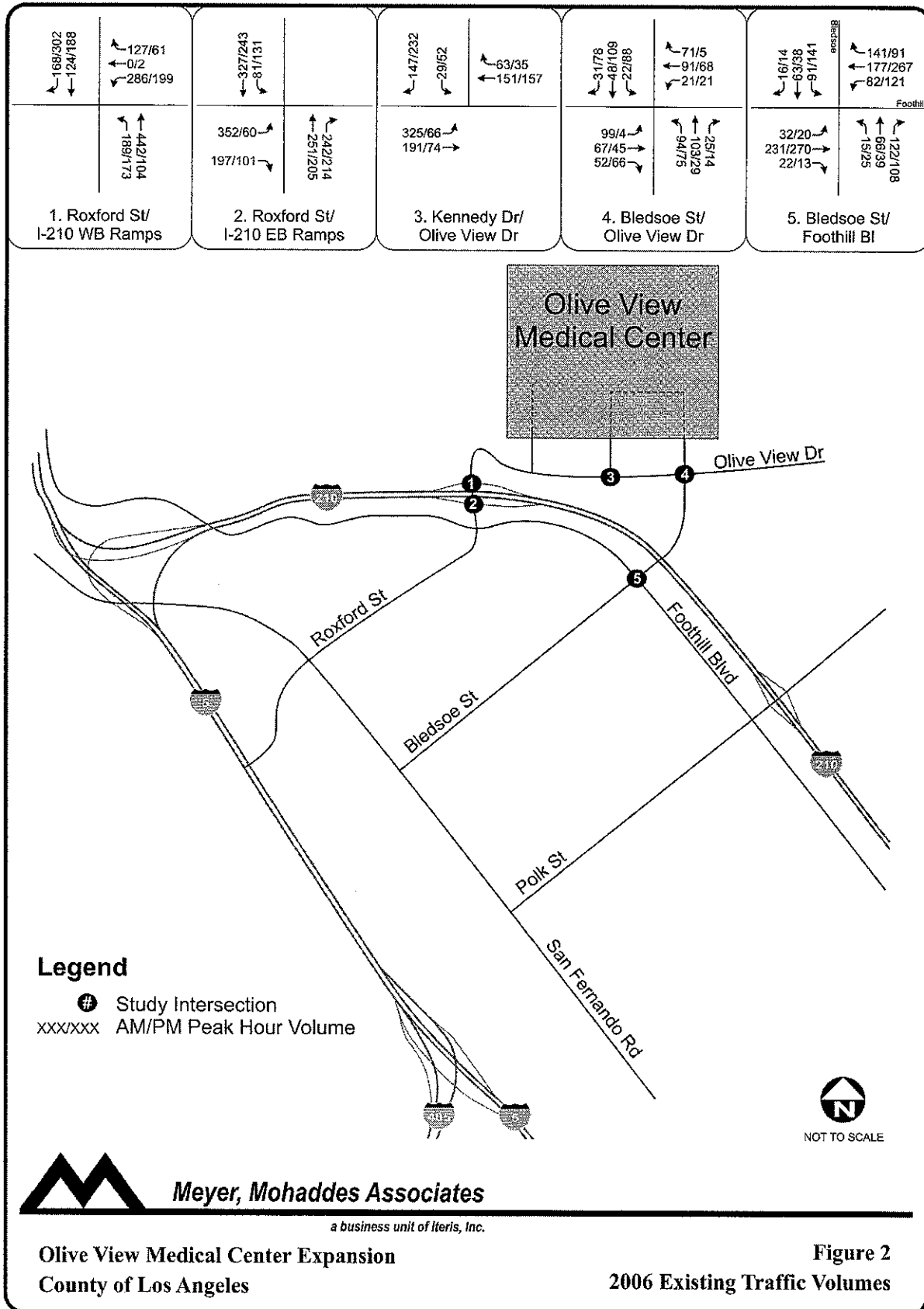
The Los Angeles County Olive View-UCLA Medical Center is located in the northern San Fernando Valley, in the Sylmar planning area of the City of Los Angeles. The site is east of the Golden State (I-5) Freeway, and approximately ¼ mile north of the Foothill (I-210) Freeway. Olive View Drive borders the project site on the south; medical center facilities are in use on both sides of Reagan Road and Kennedy Drive. The proposed project would affect the main medical center site, located generally north of the existing medical center, between Reagan Road and Kennedy Drive. Olive View Drive provides direct access to and from the project site. There are also other roadways which provide access to the project site. The following provides a brief description of these roadways within the study area.

Bledsoe Street is a two-lane facility that extends from its intersection with Olive View Drive, located immediately south of the project site, southwest through the community of Sylmar to San Fernando Road. This facility crosses the Foothill Freeway (I-210) via an overpass but does not have direct access to the freeway itself. On-street parking is permitted along the entire length of Bledsoe Street and the land use is primarily residential.

Cobalt Avenue is a north-south roadway located on the OVMC campus, immediately north of Olive View Drive. This facility consists of two travel lanes and on-street parking is not permitted along its length. Currently, the property surrounding this facility is either vacant or utilized for overflow parking for several medical uses in the area.

Foothill Boulevard is an east-west street located immediately south of and parallels the Foothill Freeway (I-210) across a large portion of the northeastern region of the San Fernando Valley. Within the study area Foothill Boulevard generally provides a total of four travel lanes (two in each direction) divided by a two-way left-turn lane. On-street parking along this facility is permitted intermittently along its course. The land uses along Foothill Boulevard south of Bledsoe Street are primarily multi-family residential. Between Bledsoe Street and Yarnell Street, single-family residential land uses become predominant. West of Yarnell Street, the land uses are almost exclusively commercial in nature.

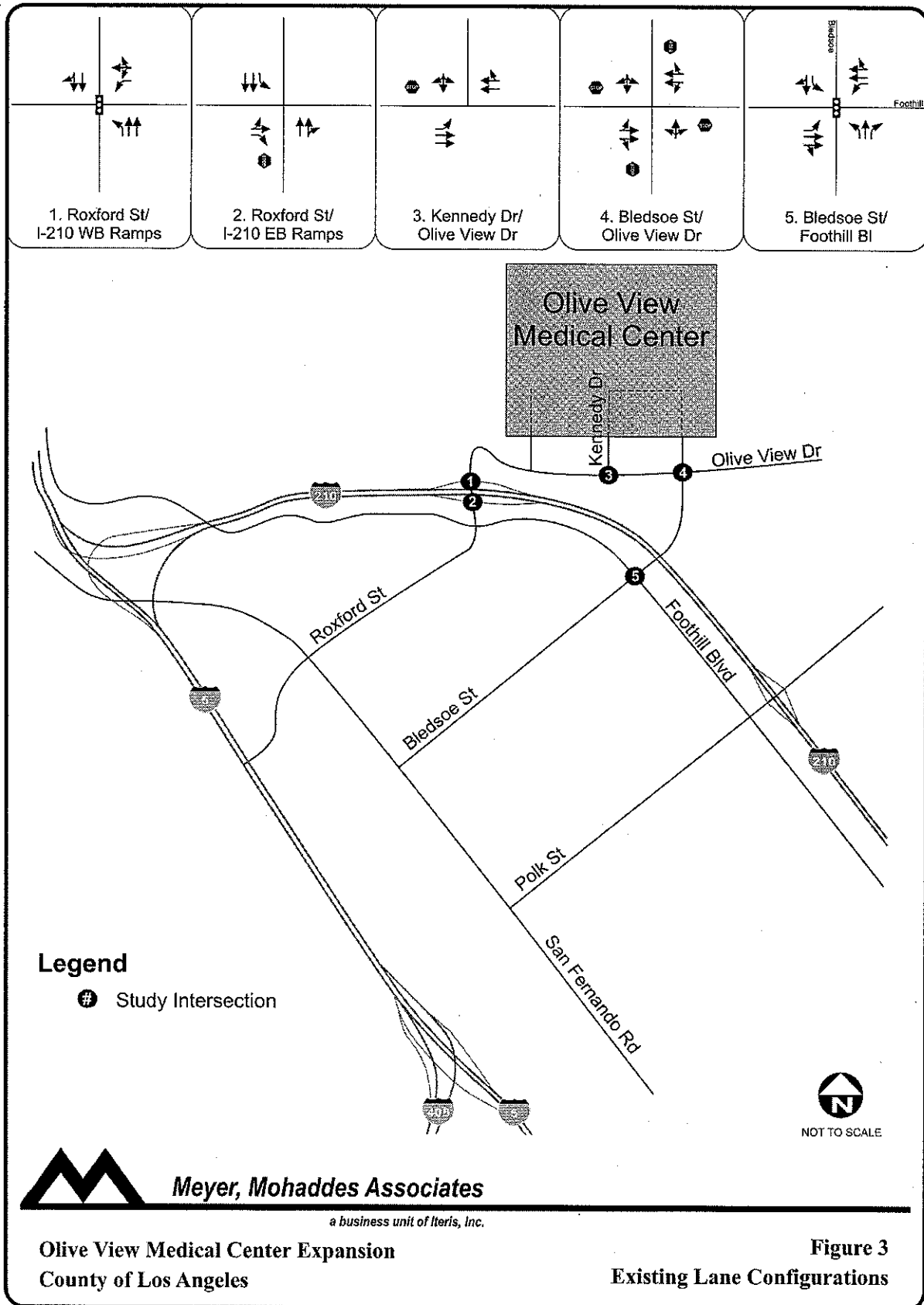
Kennedy Drive is a north-south facility that operates as the main entrance into the OVMC campus. It consists of two travel lanes and provides direct access to visitor and employee parking areas located to the south and west of the building. On-street parking is not permitted along its length and it serves strictly medical land uses.



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Olive View Medical Center Expansion
 County of Los Angeles

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Olive View Drive is an east-west facility immediately south of the project site and north of the Foothill Freeway. Within the study area, Olive View Drive consists of four travel lanes (two in each direction) divided by a two-way left-turn lane. On-street parking is permitted along the entire length of this facility with the exception of the portion immediately east of Roxford Street. The land uses along Olive View Drive include residential, medical and some newly constructed commercial uses.

Reagan Road is a two-lane north-south facility that begins at the Bledsoe Street and Olive View Drive intersection and extends north to Saranac Avenue. This roadway is the OVMC's eastern entrance and access is provided to employee parking lots located south and to the east of the hospital building. On-street parking is not permitted along its entire length and it serves exclusively medical land uses.

Roxford Street begins as an interchange with the Foothill Freeway and extends southwest across the community of Sylmar before creating an interchange with the Golden State Freeway (I-5). Within the study area, Roxford Street generally provides two travel lanes divided by a two-way left-turn lane. In the area surrounding San Fernando Road, Roxford Street is expanded to include four travel lanes (two in each direction). On-street parking is permitted at various locations along the length of this facility. The land uses along this roadway are generally residential in nature with commercial uses present in the regions surrounding the interchanges with both the Foothill and Golden State Freeways.

Existing Transit Operations

The Metropolitan Transportation Authority (Metro) operates three bus lines within the study area. In addition, the City of Los Angeles Department of Transportation (LADOT) and Santa Clarita Transit provide service near the project site. Description of transit service follows:

Metropolitan Transportation Authority

Metro Line 90/91 – This route operates between the OVMC and downtown Los Angeles via Foothill Boulevard and San Fernando Road. Within the study area, Line 90/91 operates along Bledsoe Street and Foothill Boulevard. This route travels through the OVMC campus with stops along Olive View Drive and Bucher Avenue. Service is provided on weekdays, weekends, and holidays.

Metro Line 94 – Line 94 operates between the OVMC and downtown Los Angeles via San Fernando Road. Within the study area, this route operates along Bledsoe Street and Roxford Street. This route travels through the OVMC campus with stops along Olive View Drive and Bucher Avenue. Service on Line 94 is provided on weekdays, weekends and holidays.

City of Los Angeles Department of Transportation (LADOT) Commuter Express

CE 409 – This route operates between the community of Sylmar and the Civic Center in downtown Los Angeles. Within the study area, this Commuter Express route travels along Foothill Boulevard. Service is provided Monday through Friday in the peak commute hours only.

Santa Clarita Transit

Route SC 790 – Route SC 790 provides service between the McBean Transfer Station in Santa Clarita and the OVMC campus. Within the study area, this route operates along Roxford Street, Olive View Drive and Kennedy Drive. Service is provided daily with two southbound trips in the AM and one in the PM. Two northbound trips occur in the AM and one in the PM.

Traffic Operations Analysis Methodology

Traffic operating conditions in the vicinity of the project were analyzed using intersection capacity-based methodology known as the Circular 212 "Critical Movement Analysis" (CMA) method for the signalized locations. Since LADOT does not have level of service criteria for unsignalized intersections, the three unsignalized study intersections were analyzed as if they were controlled by traffic signals, as discussed with the LADOT staff.

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). Level of service is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio for signalized locations and delay (in seconds) for stop-controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The CMA methodology compares the amount of traffic an intersection is able to process (the capacity) to the level of traffic during the peak hours (volume). A volume-to-capacity (V/C) ratio is calculated which determines the level of service. **Table 1** describes the level of service concept and the operating conditions expected under each level of service for signalized intersections.

**TABLE 1: LEVEL OF SERVICE
SIGNALIZED INTERSECTIONS**

Level of Service	Description	V/C Ratio
A	Uncongested operations; all queues clear in a single signal cycle.	≤ 0.600
B	Very light congestion; an occasional approach phase is fully utilized.	>0.600 to 0.699
C	Light congestion; occasional backups on critical approaches.	>0.700 to 0.799
D	Significant congestion on critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.	>0.800 to 0.899
E	Severe congestion with some long-standing queues on critical approaches. Blockage if intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersections upstream of critical approaches.	>0.900 to 0.999
F	Total breakdown, stop-and-go operation.	> 1.000
Source: Transportation Research Board, <i>Transportation Research Circular 212, Interim Materials on Highway Capacity</i> , 1980.		

Existing Traffic Operations Analysis

The morning and evening peak hour level of service analyses were conducted for the five study intersections based on the measured traffic volumes and the methodologies described previously. All intersection analyses are performed using the TRAFFIX (Traffic Impact Analysis) software program. The existing conditions level of service analysis results are summarized in **Table 2** for the morning and evening peak hours.

Level of service D is generally considered to be the lowest acceptable LOS in an urban or suburban area. Level of service E and F are considered to be unacceptable operating conditions which warrant mitigation. The results shown in **Table 2** indicate that all five of the intersections currently operate at an acceptable level of service during both peak hours. The detailed level of service worksheets for the analyzed intersections are included in **Appendix B**.

TABLE 2: LOS ANALYSIS – 2006 EXISTING CONDITIONS

Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
		LOS	V/C	LOS	V/C
1	Roxford Street at I-210 Westbound Ramps	A	0.427	A	0.455
2	Roxford Street at I-210 Eastbound Ramps	A	0.477	A	0.313
3	Kennedy Drive at Olive View Drive	A	0.427	A	0.313
4	Bledsoe Street at Olive View Drive	A	0.305	A	0.307
5	Bledsoe Street at Foothill Boulevard	A	0.296	A	0.359

2009 FUTURE BASE CONDITIONS

To evaluate the potential impact of the proposed project on local traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential significant impacts of the proposed project.

The anticipated buildout year of the proposed addition is expected to be 2009. The projection of 2009 Future Base traffic consists of existing traffic plus ambient traffic growth (general background regional growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the year 2009. The following describes the two growth components.

Ambient Traffic Growth

Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips in southern California. Even if there was no change in housing or employment in the City of Los Angeles, there will be some background (ambient) traffic growth in the region. Per the LADOT, a two percent per year growth rate was assumed as a conservative estimate of traffic increase in the study area. Existing 2006 traffic volumes were increased by a factor of 1.06 to account for ambient traffic growth to the year 2009 (three years at two percent per year).

Cumulative Project Growth

Cumulative project traffic growth which is growth due to specific, known development projects in the study area is also included in the analysis of the future without project conditions. Based on information obtained from the City of Los Angeles Department of Transportation, a total of 20 projects were identified which may affect traffic circulation within the study area. **Table 3** summarizes the location, size and type of land use for each of project. A figure showing the general locations of the related projects is included in **Appendix C**.

Traffic generated due to these projects has been estimated based on information from LADOT and supplemented with standard trip generation data from the Institute of Transportation Engineers' (ITE) *Trip Generation*, 7th Edition. The estimated trip generation for each of the cumulative projects is summarized in **Table 3**. As shown, the cumulative projects are forecast to generate a total of approximately 3,173 morning peak hour trips and approximately 3,681 evening peak hour trips. These trips expected from the cumulative projects were then assigned to the traffic model as part of the development of the 2007 Future Base projections. The morning and evening peak hour traffic volumes associated with these related projects are shown on **Figure 4**.

2009 Future Base Traffic Analysis

The proposed OVMC expansion is anticipated to be complete by 2009; therefore future conditions without the project were assessed for this year. The 2009 Future Base projections were developed and operating conditions were analyzed at the five study intersections for the morning and evening peak hours, taking into account the addition of the background ambient growth and traffic related to the cumulative projects. These projections are shown in **Figure 5**.

TABLE 3: RELATED PROJECT TRIP GENERATION

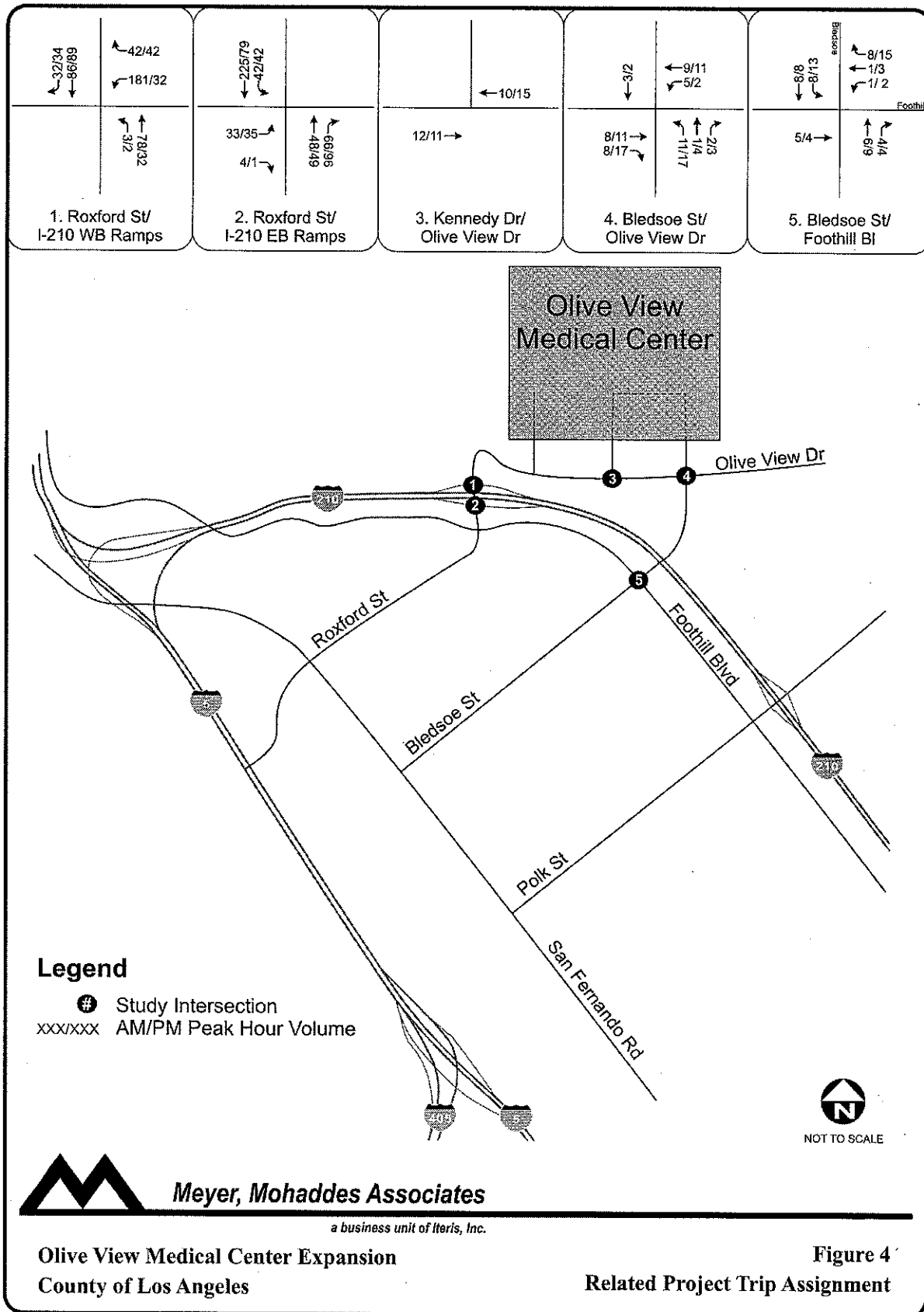
Land Use		Address	Size	Trips Ends Generated					
				Weekday AM			Weekday AM		
				In	Out	Total	In	Out	Total
A	Storage Facility	14400 Olive View Dr	234.2 ksf	21	14	35	31	30	61
B	Jack in the Box	15000 Olive View Dr	4.6 ksf	119	119	238	119	120	239
C	Medical Office	14124 Foothill Blvd	14.4 ksf	25	7	32	13	35	48
D	First Lutheran School	13361 Glenoaks Blvd	350 stu	169	108	277	63	84	147
E	Apartment Building	13160 Dronfield Ave	96 dus	10	39	9	39	21	60
F	Sylmar Residential Development	13485 Herrick Ave	44 dus	8	25	33	28	16	44
G	Olson Sylmar Residential	13140 Gladstone Ave	69 dus	13	39	52	44	26	70
H	Bradley Ave Condo/Subdivision	12700 Bradley Ave	67 dus	13	42	55	39	27	66
I	Barry's Chevron Car Wash	13570 Hubbard St	10 bays	0	0	0	28	27	55
J	Foothill Blvd Townhouse Project	13551 Foothill Blvd	95 dus	16	48	64	43	31	74
K	VTT-60872	13159 Wheeler Ave	59 dus	10	30	40	27	19	46
L	Los Angeles Mission College	13356 Eldridge Ave	6,894 stu	791	174	965	744	418	1,162
M	Hubbard St Commercial Center	14113 Hubbard St	42.0 ksf	37	15	52	51	52	103
N	Sylmar Shopping Center	14110 Hubbard St	20.0 ksf	13	8	21	36	39	75
O	Foothill Blvd Condo Project	13461 Foothill Blvd	92 dus	16	46	62	42	30	72
P	LA Family Housing Project	13441 Foothill Blvd	Mixed Use	28	45	73	45	36	81
Q	TT-53868	16079 Yarnell St	62 dus	12	34	46	40	23	63
R	San Fernando Rd Mixed Use Project	12455 San Fernando Rd	88 dus	21	46	67	51	31	82
S	Sylmar Industrial Project (Option 2)	13503 San Fernando Rd	600.0 ksf	486	66	552	72	516	588
T	Silver Oaks Residential	16400 Foothill Blvd	550 dus	111	349	460	324	221	545
Total				1,919	1,254	3,173	1,879	1,802	3,681

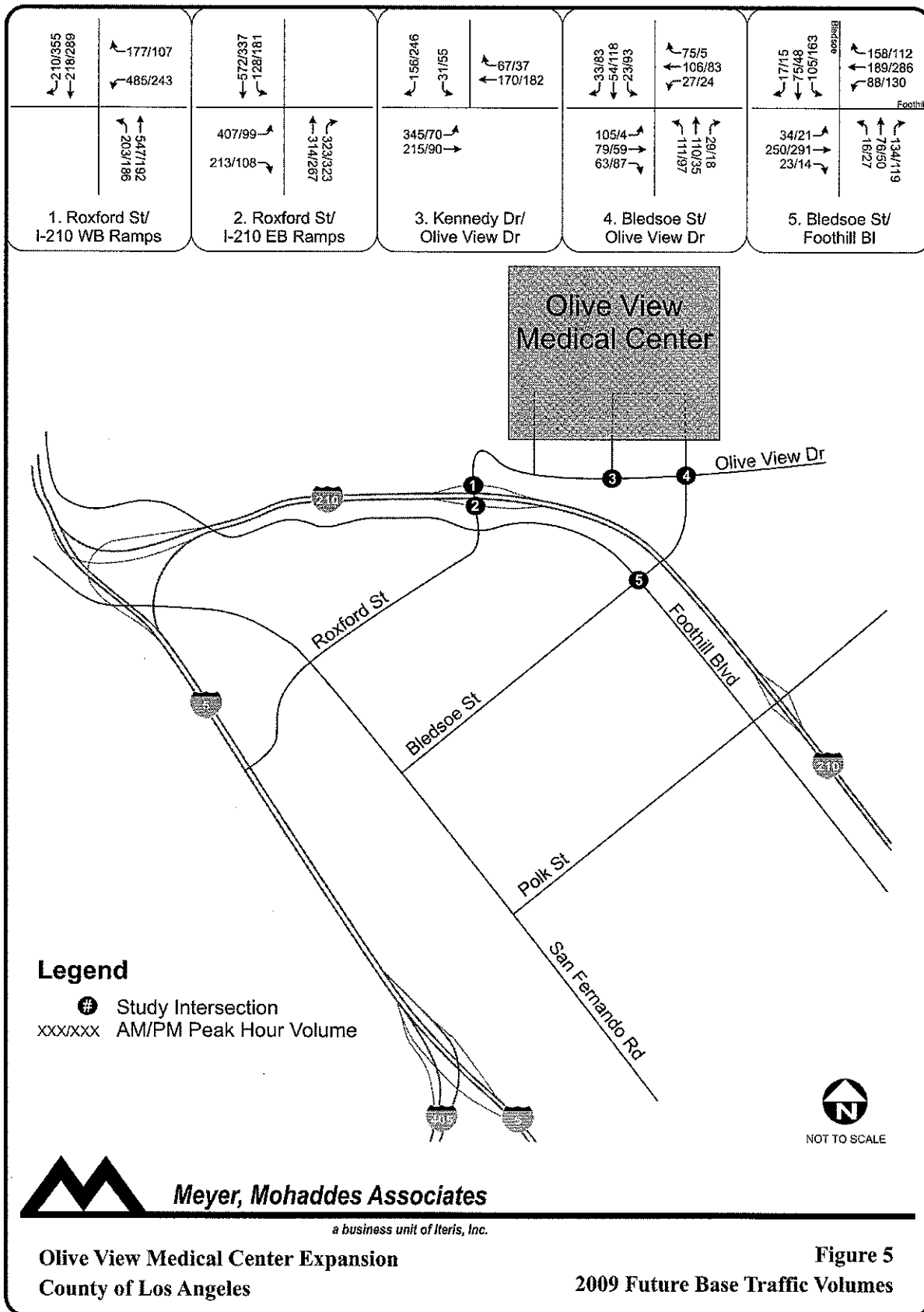
Note: du - Dwelling units; ksf - 1,000 square feet; stu - Students
Source: Institute of Transportation Engineers, *Trip Generation*, 7th Edition.

Based on the 2009 Future Base traffic forecast, the levels of service at the analyzed intersections were calculated for the morning and evening peak hours. **Table 4** summarizes the peak hour level of service results. As shown in **Table 4**, all five of the analyzed intersections are projected to operate at an acceptable level of service in both peak hours.

TABLE 4: LOS ANALYSIS - 2009 FUTURE BASE CONDITIONS

Intersection		2009 Future Base Conditions			
		AM Peak Hour		PM Peak Hour	
		LOS	V/C	LOS	V/C
1	Roxford Street at I-210 Westbound Ramps	A	0.570	A	0.538
2	Roxford Street at I-210 Eastbound Ramps	B	0.602	A	0.429
3	Kennedy Drive at Olive View Drive	A	0.456	A	0.337
4	Bledsoe Street at Olive View Drive	A	0.338	A	0.352
5	Bledsoe Street at Foothill Boulevard	A	0.325	A	0.396





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2009 CUMULATIVE PROJECT CONDITIONS

Project Trip Generation

The first step in analyzing the future traffic conditions with the project is to estimate the number of new trips expected to be generated by the proposed project. This section of the report describes the estimation of future traffic generation of the proposed project.

The proposed project would consist of an expansion of the emergency room of 30 overnight acute care beds and 55 additional emergency beds. Utilizing trip generation rate data contained in the *ITE Trip Generation, 7th Edition*, the estimated trips for the proposed project were calculated. The resulting trip generation estimates are summarized in **Table 5**. The proposed project is expected to generate a total of approximately 1,004 daily trips of which approximately 96 trips are expected to occur during the morning peak hour and approximately 111 trips during the evening peak hour.

TABLE 5: PROJECT TRIP GENERATION

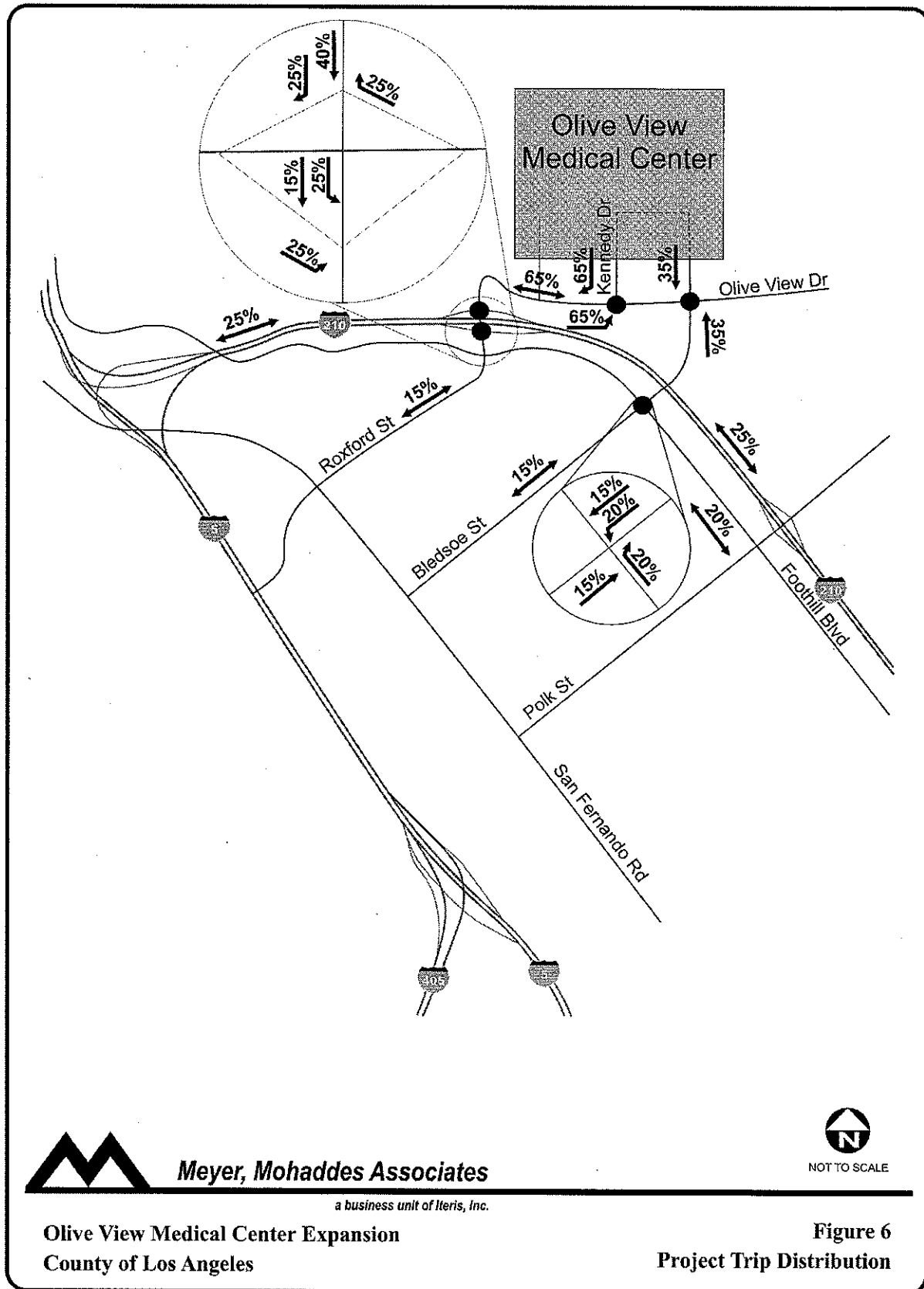
Land Use	Land Use Code	Size (Beds/ksf)	Trips Ends Generated						Daily
			Weekday AM			Weekday PM			
			In	Out	Total	In	Out	Total	
Emergency Room Expansion	610	85	67	29	96	40	71	111	1,004
Total			67	29	96	40	71	111	1,004
Source: Institute of Transportation Engineers, <i>Trip Generation</i> , 7 th Edition.									

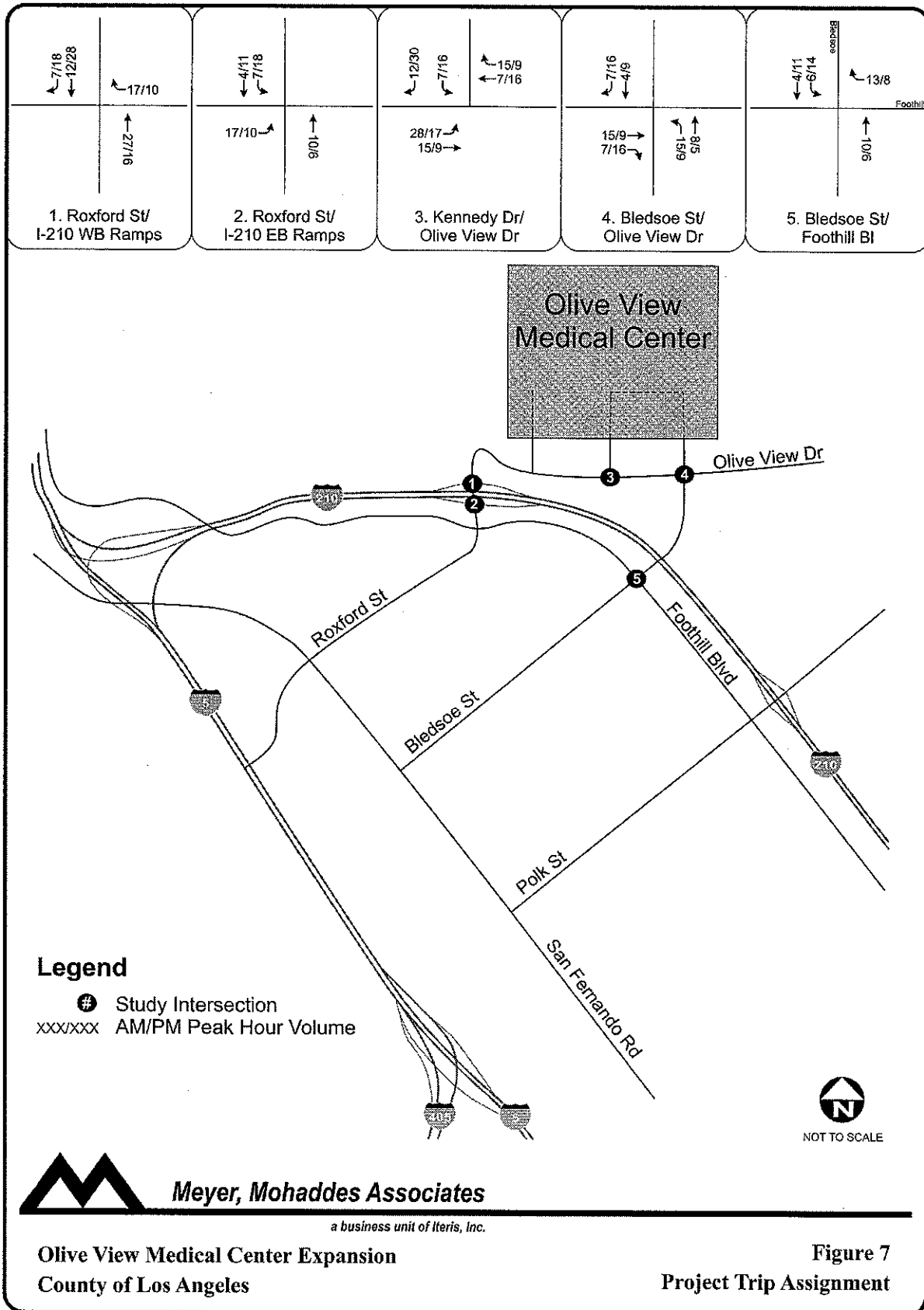
Project Trip Distribution and Assignment

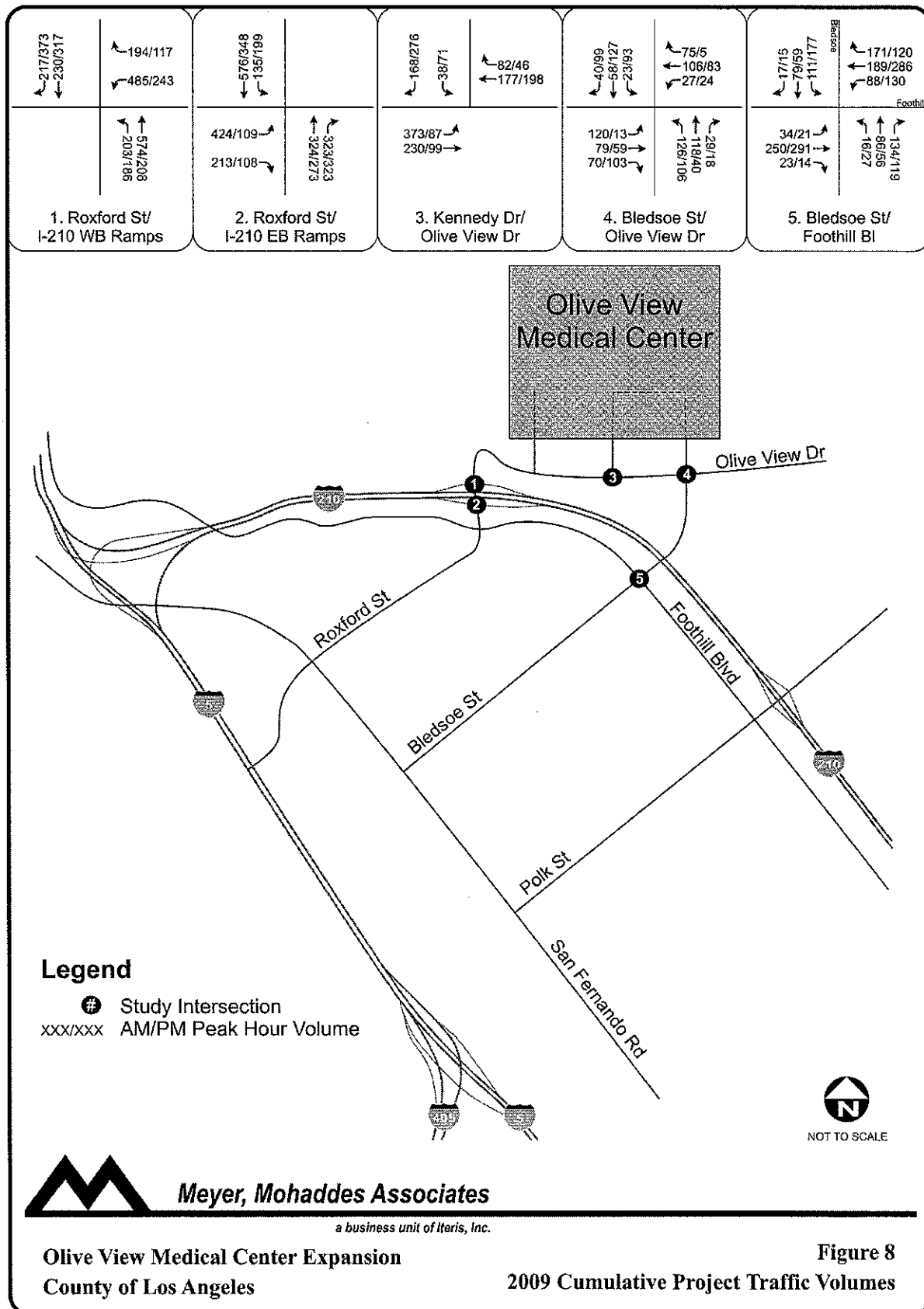
The next step in the forecast of project traffic is the anticipated distribution of the trip estimates. The trip distribution assumptions are used to determine the origin and destination of the new vehicle trips associated with the project. The geographic distribution of the project trips is based on the locations of neighborhoods and residential areas, employment and service centers, the street system that serves the site, and recent traffic data collected in the project study area. Based on these factors a general distribution pattern was developed for the proposed project and is shown on **Figure 6**. Utilizing the project trip generation and the trip distribution patterns, the project only morning peak hour and evening peak hour traffic volumes were assigned to the street network and are shown in **Figure 7**.

Cumulative Project Traffic Analysis

The project only peak hour traffic volumes shown on **Figure 7** were then added to the 2009 Future Base traffic volumes. The resulting year 2009 Cumulative Project morning and evening peak hour traffic volumes are shown on **Figure 8**.







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Threshold of Significance

Per CEQA, any significant project related impacts are required to be identified in the environmental document. Significant traffic impacts are determined based on threshold of significance set by respective agencies. The City of Los Angeles Department of Transportation (LADOT) has established threshold criteria, which are used to determine if a project has a significant traffic impact. Using the LADOT standard, a project impact would be considered significant if the following conditions are met:

Preproject		Project V/C Increase
LOS	V/C	
C	0.700 – 0.800	0.040 or more
D	0.800 – 0.900	0.020 or more
E/F	0.900 or more	0.010 or more

Source: LADOT Traffic Study Policies and Procedures, August 2003.

The City's criteria were applied to determine potential significant traffic impacts associated with the project at the five study locations.

Intersection Traffic Impact Analysis

The intersection volume-to-capacity ratios and corresponding levels of service for 2009 Cumulative Project conditions were calculated and the results are summarized in **Table 6** for each of the five analyzed intersections. The resultant change in V/C ratio comparing the "2007 Future Base plus Phase 1" to the "2007 Future Base" is also presented in the table.

Based on the City of Los Angeles' thresholds of significance, the 2007 Future Base plus Phase 1 traffic forecasts indicate that the construction of the proposed psychiatric trailer is **not** expected to create a significant traffic impact at any of the five analyzed intersections during either of the peak hours.

TABLE 6: LOS ANALYSIS - 2009 CUMULATIVE PROJECT CONDITIONS

Intersection		2009 Future Base Conditions				2009 Cumulative Project Conditions							
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			Significant Impact?	
		LOS	V/C	LOS	V/C	LOS	V/C	Δ V/C*	LOS	V/C	Δ V/C*		
1	Roxford Street at I-210 Westbound Ramps	A	0.570	A	0.538	A	0.584	0.014	A	0.555	0.017	N	N
2	Roxford Street at I-210 Eastbound Ramps	B	0.602	A	0.429	B	0.619	0.017	A	0.443	0.013	N	N
3	Kennedy Drive at Olive View Drive	A	0.456	A	0.337	A	0.497	0.041	A	0.390	0.053	N	N
4	Bledsoe Street at Olive View Drive	A	0.338	A	0.352	A	0.365	0.027	A	0.387	0.035	N	N
5	Bledsoe Street at Foothill Boulevard	A	0.325	A	0.396	A	0.329	0.004	A	0.406	0.010	N	N
* Δ V/C represents the difference in the volume to capacity ratio between the Future Base with Project and the Future Base analysis scenarios.													

CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. This section describes the analysis of project-related impacts on the CMP system. The analysis has been conducted according to the guidelines set forth in the 2004 Congestion Management Program for Los Angeles County.

CMP Intersection Analysis

None of the proposed study area intersections are part of the 164 CMP Arterial monitoring locations. Therefore, no CMP intersection analysis was conducted in this traffic study report.

CMP Mainline Freeway Segment Analysis

The focus of this analysis is to determine whether project-related trips would significantly impact the freeway system according to CMP guidelines and threshold of significance. For purposes of analyzing the mainline freeway impact of the project, the 2009 Future Base plus Cumulative Project conditions were analyzed to ensure the "worst-case" scenario was represented in the analysis. The nearest freeway monitoring station is located along the Foothill Freeway (I-210) at Polk Street.

A CMP Mainline Freeway Segment Analysis is required for all freeway monitoring stations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. **Table 7** summarizes the project-related trips that would be added to the Foothill Freeway by time period, direction and location.

**TABLE 7: PROJECT-ADDED TRIPS AT
FREEWAY MONITORING STATIONS**

Freeway Analysis Segment	Project Added Trips by Direction		Traffic Impact Analysis Required	
	WB	EB	WB	EB
Weekday AM Peak Hour				
I-210 Freeway east of Polk Street	23	9	No	No
Weekday PM Peak Hour				
I-210 Freeway east of Polk Street	13	26	No	No

CONCLUSIONS

Meyer, Mohaddes Associates has evaluated five intersections for potential significant impacts resulting from the construction of a 43,457 square-foot addition to the existing emergency room facilities at the Olive View Medical Center, located in Sylmar. After a detailed analysis of projected operating conditions was completed, the following observations can be made regarding traffic related impacts:

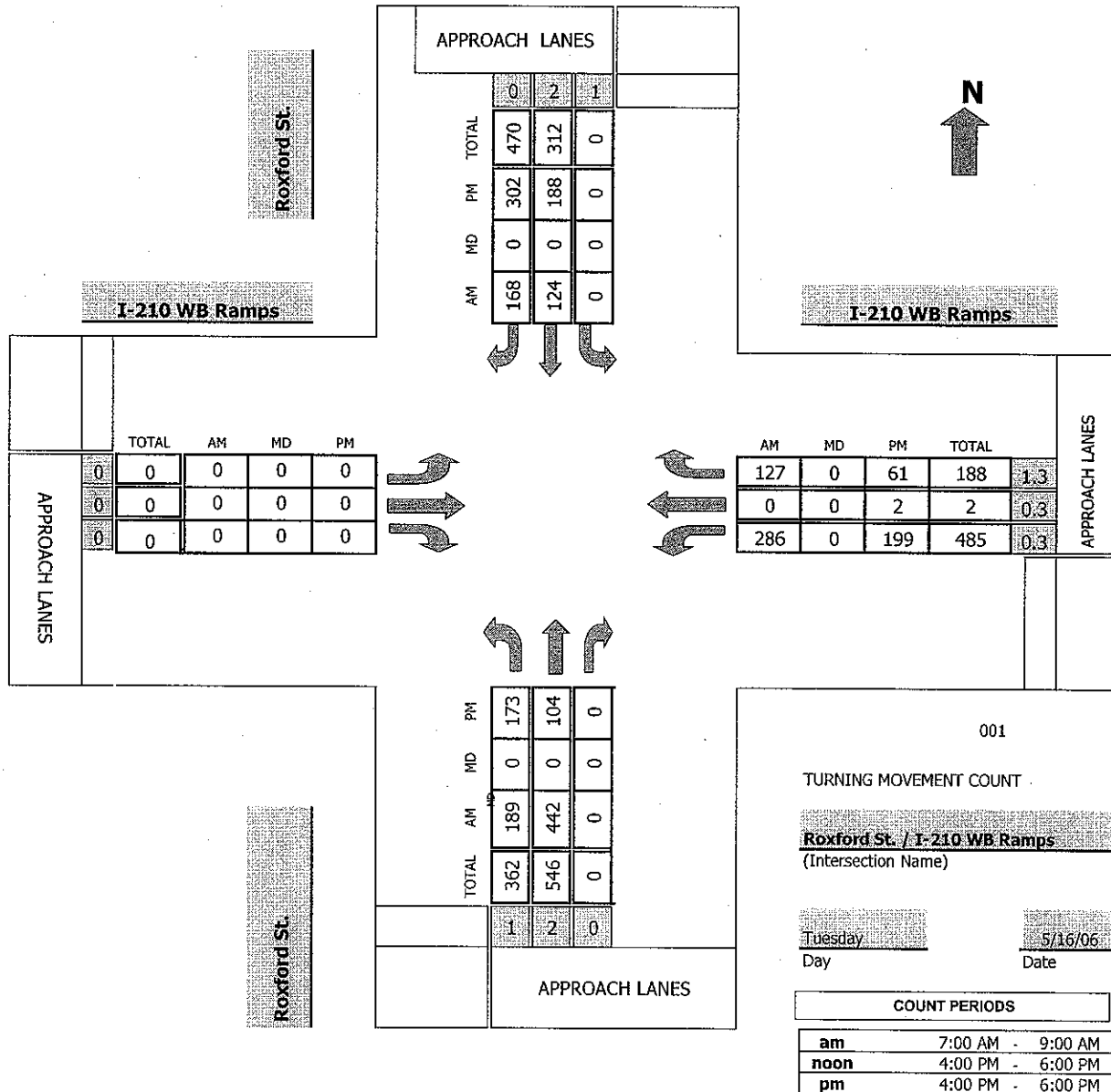
- The construction of the proposed project is not expected to have any significant traffic impacts at any of the study intersections.
- The project does not have any Congestion Management Program impacts.

APPENDIX A

**2006 EXISTING
TRAFFIC COUNTS**

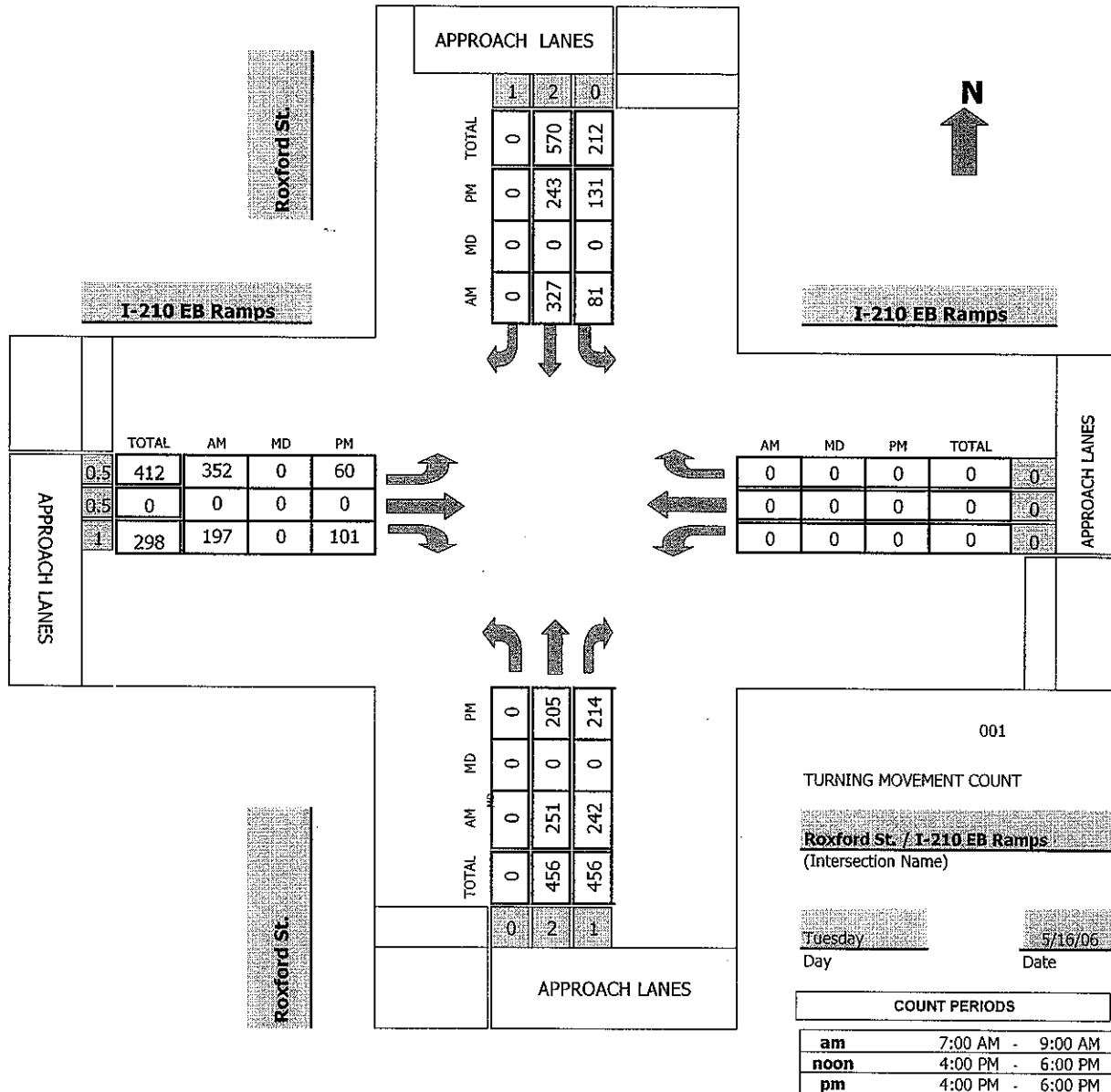
TMC Summary of Roxford St./I-210 WB Ramps

Project #: 06-2184-004



TMC Summary of Roxford St./I-210 EB Ramps

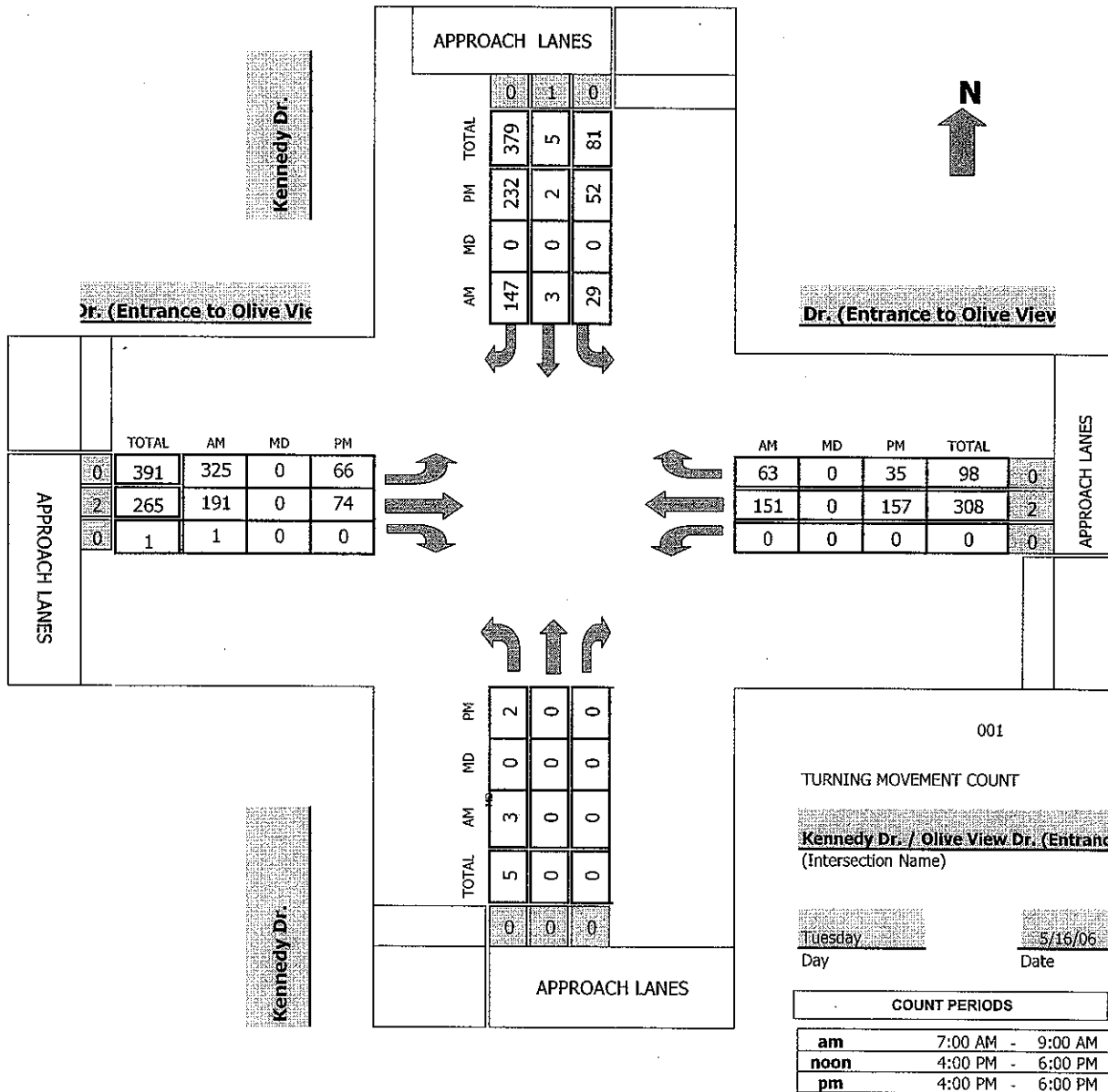
Project #: 06-2184-003



AM PEAK HOUR 715 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 430 PM

TMC Summary of Kennedy Dr./Olive View Dr. (Entrance to Olive View Med. Ctr)

Project #: 06-2184-002



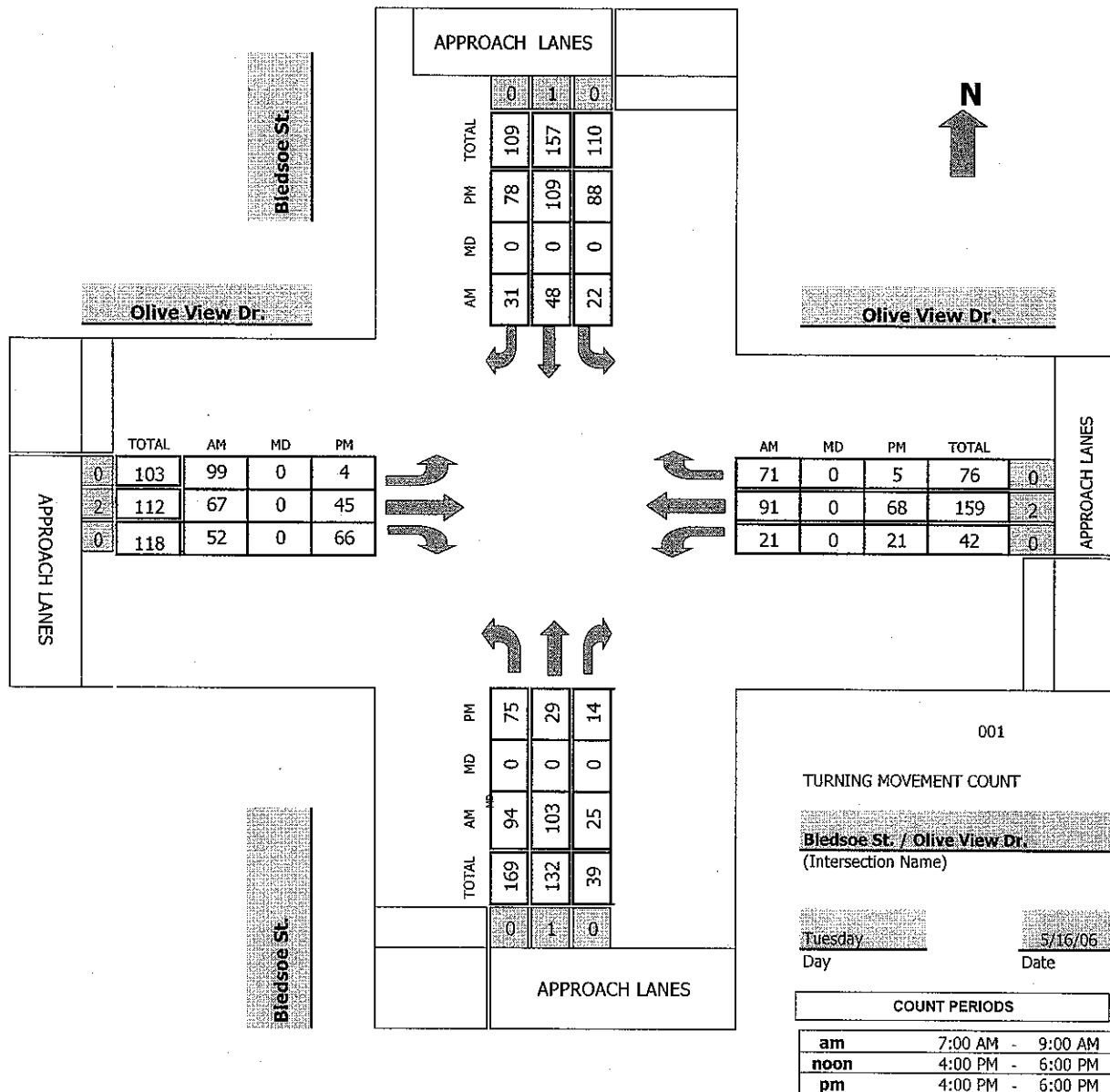
AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

TMC Summary of Bledsoe St./Olive View Dr.

Project #: 06-2184-001



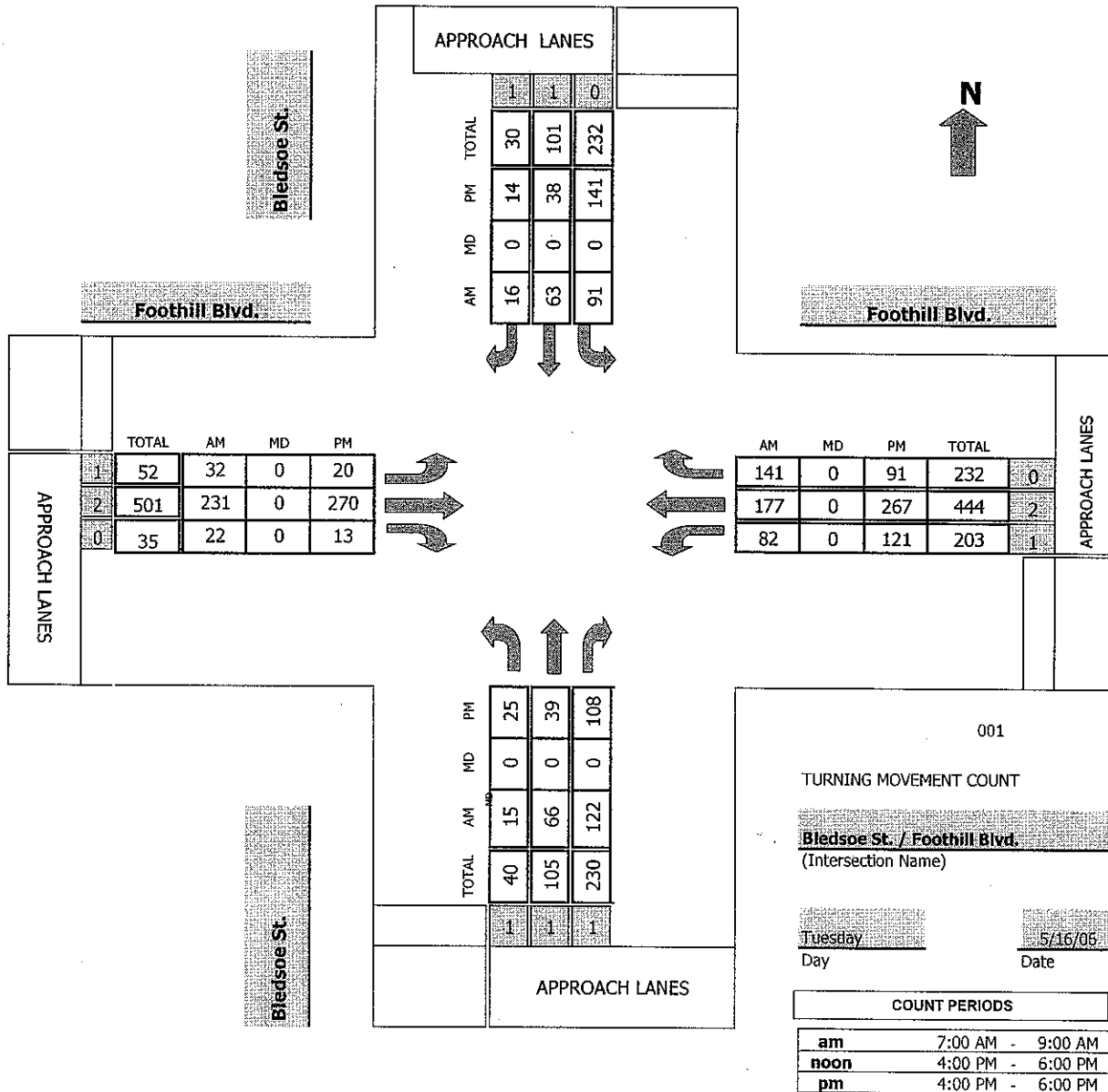
AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 430 PM

TMC Summary of Bledsoe St./Foothill Blvd.

Project #: 06-2184-005



AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 430 PM

APPENDIX B

**TRAFFIX ANALYSIS
WORKSHEETS**

2006 EXISTING CONDITIONS

Olive View Medical Center
Emergency Room & Psychiatric Trailer Expansion
City of Los Angeles

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Roxford St at I-210 WB Ramps	A xxxxx	0.427	A xxxxx	0.427	+ 0.000 V/C
# 2 Roxford St at I-210 EB Ramps	A xxxxx	0.477	A xxxxx	0.477	+ 0.000 V/C
# 3 Kennedy Dr at Olive View Dr	A xxxxx	0.427	A xxxxx	0.427	+ 0.000 V/C
# 4 Bledsoe St at Olive View Dr	A xxxxx	0.305	A xxxxx	0.305	+ 0.000 V/C
# 5 Bledsoe St at Foothill Blvd	A xxxxx	0.296	A xxxxx	0.296	+ 0.000 V/C

Olive View Medical Center
Emergency Room & Psychiatric Trailer Expansion
City of Los Angeles

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roxford St at I-210 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Roxford St						I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	0	0	0	1	0

Volume Module: AM Peak	Roxford St			Roxford St			I-210 WB Ramps			I-210 WB Ramps		
Base Vol:	189	442	0	0	124	168	0	0	0	286	0	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	442	0	0	124	168	0	0	0	286	0	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	442	0	0	124	168	0	0	0	286	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	199	465	0	0	131	177	0	0	0	301	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	465	0	0	131	177	0	0	0	301	0	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	199	465	0	0	131	177	0	0	0	331	0	134

Saturation Flow Module:	Roxford St			Roxford St			I-210 WB Ramps			I-210 WB Ramps		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	1425	2850	0	0	1425	1425	0	0	0	2030	0	820

Capacity Analysis Module:	Roxford St			Roxford St			I-210 WB Ramps			I-210 WB Ramps		
Vol/Sat:	0.14	0.16	0.00	0.00	0.09	0.12	0.00	0.00	0.00	0.16	0.00	0.16
Crit Vol:	199					177			0	232		
Crit Moves:	****					****				****		

Olive View Medical Center
Emergency Room & Psychiatric Trailer Expansion
City of Los Angeles

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Roxford St at I-210 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: A

Street Name: Roxford St I-210 EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 1 0 1 0 2 0 0 0 1 0 0 0 0 0

-----|-----|-----|-----|

Volume Module: AM Peak

Base Vol: 0 251 242 81 327 0 352 0 197 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 251 242 81 327 0 352 0 197 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 251 242 81 327 0 352 0 197 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 264 255 85 344 0 371 0 207 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 264 255 85 344 0 371 0 207 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 264 255 85 344 0 371 0 207 0 0 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.02 0.98 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 0 1527 1473 1500 3000 0 1500 0 1500 0 0 0

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.00 0.17 0.17 0.06 0.11 0.00 0.25 0.00 0.14 0.00 0.00 0.00

Crit Vol: 259 85 371 0

Crit Moves: **** **** ****

Olive View Medical Center
Emergency Room & Psychiatric Trailer Expansion
City of Los Angeles

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Kennedy Dr at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Kennedy Dr						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module: AM Peak	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Base Vol:	0	0	0	29	0	147	325	191	0	0	151	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	147	325	191	0	0	151	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	147	325	191	0	0	151	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	155	342	201	0	0	159	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	155	342	201	0	0	159	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	31	0	155	342	201	0	0	159	66

Saturation Flow Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.16	0.00	0.84	1.00	2.00	0.00	0.00	1.41	0.59
Final Sat.:	0	0	0	247	0	1253	1500	3000	0	0	2117	883

Capacity Analysis Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.23	0.07	0.00	0.00	0.08	0.08
Crit Vol:	0					185	342				113	
Crit Moves:						****	****				****	

Olive View Medical Center
Emergency Room & Psychiatric Trailer Expansion
City of Los Angeles

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Bledsoe St at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.305

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 Level Of Service: A

Street Name: Bledsoe St

Olive View Dr

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	1	0	1	0	0

Volume Module: AM Peak

Base Vol:	94	103	25	22	48	31	99	67	52	21	91	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	103	25	22	48	31	99	67	52	21	91	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	103	25	22	48	31	99	67	52	21	91	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	108	26	23	51	33	104	71	55	22	96	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	108	26	23	51	33	104	71	55	22	96	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	108	26	23	51	33	104	71	55	22	96	75

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.47	0.11	0.22	0.47	0.31	0.91	0.61	0.48	0.23	0.99	0.78
Final Sat.:	635	696	169	327	713	460	1362	922	716	344	1492	1164

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.07	0.07	0.07	0.08	0.08	0.08	0.06	0.06	0.06
Crit Vol:	234			23			104			96		
Crit Moves:	****			****			****			****		

Olive View Medical Center
Emergency Room & Psychiatric Trailer Expansion
City of Los Angeles

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Bledsoe St at Foothill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.296
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Bledsoe St						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module: AM Peak	Bledsoe St NB			Bledsoe St SB			Foothill Blvd EB			Foothill Blvd WB		
Base Vol:	15	66	122	91	63	16	32	231	22	82	177	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	66	122	91	63	16	32	231	22	82	177	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	66	122	91	63	16	32	231	22	82	177	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	69	128	96	66	17	34	243	23	86	186	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	69	128	96	66	17	34	243	23	86	186	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	69	128	96	66	17	34	243	23	86	186	148

Saturation Flow Module:	Bledsoe St NB			Bledsoe St SB			Foothill Blvd EB			Foothill Blvd WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.83	0.17	1.00	1.11	0.89
Final Sat.:	1500	1500	1500	1500	1196	304	1500	2739	261	1500	1670	1330

Capacity Analysis Module:	Bledsoe St NB			Bledsoe St SB			Foothill Blvd EB			Foothill Blvd WB		
Vol/Sat:	0.01	0.05	0.09	0.06	0.06	0.06	0.02	0.09	0.09	0.06	0.11	0.11
Crit Vol:				128	96			133		86		
Crit Moves:				****	****			****		****		

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS	Veh C	LOS	Veh C	
# 1 Roxford St at I-210 WB Ramps	A	xxxxx 0.455	A	xxxxx 0.455	+ 0.000 V/C
# 2 Roxford St at I-210 EB Ramps	A	xxxxx 0.313	A	xxxxx 0.313	+ 0.000 V/C
# 3 Kennedy Dr at Olive View Dr	A	xxxxx 0.313	A	xxxxx 0.313	+ 0.000 V/C
# 4 Bledsoe St at Olive View Dr	A	xxxxx 0.307	A	xxxxx 0.307	+ 0.000 V/C
# 5 Bledsoe St at Foothill Blvd	A	xxxxx 0.359	A	xxxxx 0.359	+ 0.000 V/C

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roxford St at I-210 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: A

Street Name:	Roxford St						I-210 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0

Volume Module: PM Peak	North Bound			South Bound			East Bound			West Bound		
Base Vol:	173	104	0	0	188	302	0	0	0	199	2	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	104	0	0	188	302	0	0	0	199	2	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	104	0	0	188	302	0	0	0	199	2	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	182	109	0	0	198	318	0	0	0	209	2	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	109	0	0	198	318	0	0	0	209	2	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	182	109	0	0	198	318	0	0	0	230	2	64

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.56	0.01	0.43
Final Sat.:	1425	2850	0	0	1425	1425	0	0	0	2213	20	617

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.04	0.00	0.00	0.14	0.22	0.00	0.00	0.00	0.10	0.10	0.10
Crit Vol:	182					318			0			148
Crit Moves:	****					****						****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Roxford St at I-210 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 29 Level Of Service: A

Street Name: Roxford St I-210 EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 1 0 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module: PM Peak

Base Vol: 0 205 214 131 243 0 60 0 101 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 205 214 131 243 0 60 0 101 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 205 214 131 243 0 60 0 101 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 216 225 138 256 0 63 0 106 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 216 225 138 256 0 63 0 106 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 216 225 138 256 0 63 0 106 0 0 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 0 1500 1500 1500 3000 0 1500 0 1500 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.14 0.15 0.09 0.09 0.00 0.04 0.00 0.07 0.00 0.00 0.00

Crit Vol: 225 138 106 0

Crit Moves: **** *

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Kennedy Dr at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Kennedy Dr						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module: PM Peak												
Base Vol:	0	0	0	52	0	232	66	74	0	0	157	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	232	66	74	0	0	157	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	52	0	232	66	74	0	0	157	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	55	0	244	69	78	0	0	165	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	244	69	78	0	0	165	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	55	0	244	69	78	0	0	165	37

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.18	0.00	0.82	1.00	2.00	0.00	0.00	1.64	0.36
Final Sat.:	0	0	0	275	0	1225	1500	3000	0	0	2453	547

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.05	0.03	0.00	0.00	0.07	0.07
Crit Vol:	0					299	69				101	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Bledsoe St at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Bledsoe St						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	1	0 1 0	0	1	0 1 0

Volume Module: PM Peak	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Base Vol:	75	29	14	88	109	78	4	45	66	21	68	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	29	14	88	109	78	4	45	66	21	68	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	29	14	88	109	78	4	45	66	21	68	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	79	31	15	93	115	82	4	47	69	22	72	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	31	15	93	115	82	4	47	69	22	72	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	31	15	93	115	82	4	47	69	22	72	5

Saturation Flow Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.63	0.25	0.12	0.32	0.40	0.28	0.07	0.93	1.00	0.45	1.45	0.10
Final Sat.:	953	369	178	480	595	425	104	1396	1500	670	2170	160

Capacity Analysis Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.19	0.04	0.03	0.05	0.03	0.03	0.03
Crit Vol:	79			289			69		22			
Crit Moves:	***			***			***		***	***		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Bledsoe St at Foothill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.359

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 31 Level Of Service: A

Street Name: Bledsoe St

Foothill Blvd

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Permitted

Permitted

Permitted

Permitted

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 1 0 1 0 1

1 0 0 1 0

1 0 1 1 0

1 0 1 1 0

Volume Module: PM Peak

Base Vol: 25 39 108 141 38 14 20 270 13 121 267 91

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 25 39 108 141 38 14 20 270 13 121 267 91

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 25 39 108 141 38 14 20 270 13 121 267 91

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 26 41 114 148 40 15 21 284 14 127 281 96

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 26 41 114 148 40 15 21 284 14 127 281 96

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 26 41 114 148 40 15 21 284 14 127 281 96

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.73 0.27 1.00 1.91 0.09 1.00 1.49 0.51

Final Sat.: 1500 1500 1500 1500 1096 404 1500 2862 138 1500 2237 763

Capacity Analysis Module:

Vol/Sat: 0.02 0.03 0.08 0.10 0.04 0.04 0.01 0.10 0.10 0.08 0.13 0.13

Crit Vol: 114 148 149 127

Crit Moves: **** **** **** ****

2009 FUTURE BASE CONDITIONS

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Roxford St at I-210 WB Ramps	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C
# 2 Roxford St at I-210 EB Ramps	B xxxxx	0.602	B xxxxx	0.602	+ 0.000 V/C
# 3 Kennedy Dr at Olive View Dr	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 4 Bledsoe St at Olive View Dr	A xxxxx	0.338	A xxxxx	0.338	+ 0.000 V/C
# 5 Bledsoe St at Foothill Blvd	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roxford St at I-210 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 47 Level Of Service: A

Street Name: Roxford St I-210 WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0

Volume Module:

Base Vol: 203 547 0 0 218 210 0 0 0 485 0 177

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 203 547 0 0 218 210 0 0 0 485 0 177

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 203 547 0 0 218 210 0 0 0 485 0 177

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 214 576 0 0 229 221 0 0 0 511 0 186

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 214 576 0 0 229 221 0 0 0 511 0 186

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00

Final Vol.: 214 576 0 0 229 221 0 0 0 562 0 186

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 0.00 1.02 0.98 0.00 0.00 0.00 1.50 0.00 0.50

Final Sat.: 1425 2850 0 0 1452 1398 0 0 0 2140 0 710

Capacity Analysis Module:

Vol/Sat: 0.15 0.20 0.00 0.00 0.16 0.16 0.00 0.00 0.00 0.26 0.00 0.26

Crit Vol: 214 225 0 374

Crit Moves: **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Roxford St at I-210 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Roxford St					I-210 EB Ramps				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	1	0	1	0	0		

Volume Module:	Roxford St		Roxford St		Roxford St		Roxford St		Roxford St	
Base Vol:	0	314	323	128	572	0	407	0	213	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	314	323	128	572	0	407	0	213	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	314	323	128	572	0	407	0	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	331	340	135	602	0	428	0	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	331	340	135	602	0	428	0	224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	331	340	135	602	0	428	0	224	0

Saturation Flow Module:	Roxford St		Roxford St		Roxford St		Roxford St		Roxford St	
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1500	1500	1500	3000	0	1500	0	1500	0

Capacity Analysis Module:	Roxford St		Roxford St		Roxford St		Roxford St		Roxford St	
Vol/Sat:	0.00	0.22	0.23	0.09	0.20	0.00	0.29	0.00	0.15	0.00
Crit Vol:			340		135		428			0
Crit Moves:			****		****		****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Kennedy Dr at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 37 Level Of Service: A

Street Name:	Kennedy Dr						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Base Vol:	0	0	0	31	0	156	345	215	0	0	170	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	156	345	215	0	0	170	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	156	345	215	0	0	170	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	33	0	164	363	226	0	0	179	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	164	363	226	0	0	179	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	33	0	164	363	226	0	0	179	71

Saturation Flow Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.17	0.00	0.83	1.00	2.00	0.00	0.00	1.43	0.57
Final Sat.:	0	0	0	249	0	1251	1500	3000	0	0	2152	848

Capacity Analysis Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.24	0.08	0.00	0.00	0.08	0.08
Crit Vol:	0			197		363				125		
Crit Moves:				****		****				****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Bledsoe St at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 30 Level Of Service: A

Street Name:	Bledsoe St						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	1	0 1 0	0	1	0 1 0

Volume Module:

Base Vol:	111	110	29	23	54	33	105	79	63	27	106	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	110	29	23	54	33	105	79	63	27	106	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	110	29	23	54	33	105	79	63	27	106	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	116	31	24	57	35	111	83	66	28	112	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	116	31	24	57	35	111	83	66	28	112	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	116	31	24	57	35	111	83	66	28	112	79

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.44	0.12	0.21	0.49	0.30	0.85	0.64	0.51	0.26	1.02	0.72
Final Sat.:	666	660	174	314	736	450	1275	960	765	389	1529	1082

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.18	0.08	0.08	0.08	0.09	0.09	0.09	0.07	0.07	0.07
Crit Vol:	263			24			111			109		
Crit Moves:	****			****			****			****		

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                        Level Of Service Computation Report
                Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #5 Bledsoe St at Foothill Blvd
*****
Cycle (sec):          100                Critical Vol./Cap. (X):          0.325
Loss Time (sec):      10 (Y+R = 4 sec)  Average Delay (sec/veh):        xxxxxx
Optimal Cycle:        30                Level Of Service:              A
*****
Street Name:          Bledsoe St                Foothill Blvd
Approach:              North Bound              South Bound              East Bound              West Bound
Movement:             L - T - R                L - T - R                L - T - R                L - T - R
-----|-----|-----|-----|
Control:              Permitted                Permitted                Permitted                Permitted
Rights:               Include                  Include                  Include                  Include
Min. Green:           0    0    0                0    0    0                0    0    0                0    0    0
Lanes:               1  0  1  0  1                1  0  0  1  0                1  0  1  1  0                1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            16   76   134   105   75   17   34  250   23   88  189   158
Growth Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         16   76   134   105   75   17   34  250   23   88  189   158
Added Vol:           0    0    0                0    0    0                0    0    0                0    0    0
PasserByVol:         0    0    0                0    0    0                0    0    0                0    0    0
Initial Fut:         16   76   134   105   75   17   34  250   23   88  189   158
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:          17   80   141   111   79   18   36  263   24   93  199   166
Reduct Vol:          0    0    0                0    0    0                0    0    0                0    0    0
Reduced Vol:         17   80   141   111   79   18   36  263   24   93  199   166
PCE Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:          17   80   141   111   79   18   36  263   24   93  199   166
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:              1.00 1.00  1.00  1.00 0.82  0.18  1.00 1.83  0.17  1.00 1.09  0.91
Final Sat.:          1500 1500  1500  1500 1223  277  1500 2747  253  1500 1634  1366
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.01 0.05  0.09  0.07 0.06  0.06  0.02 0.10  0.10  0.06 0.12  0.12
Crit Vol:              141   111                144                93
Crit Moves:           ****   ****                ****                ****
*****

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Roxford St at I-210 WB Ramps	A xxxxx	0.538	A xxxxx	0.538	+ 0.000 V/C
# 2 Roxford St at I-210 EB Ramps	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 3 Kennedy Dr at Olive View Dr	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 4 Bledsoe St at Olive View Dr	A xxxxx	0.352	A xxxxx	0.352	+ 0.000 V/C
# 5 Bledsoe St at Foothill Blvd	A xxxxx	0.396	A xxxxx	0.396	+ 0.000 V/C

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roxford St at I-210 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:		Roxford St				I-210 WB Ramps			
Approach:	North Bound	South Bound	East Bound	West Bound					
Movement:	L - T - R	L - T - R	L - T - R	L - T - R					
Control:	Permitted	Permitted	Split Phase	Split Phase					
Rights:	Include	Include	Include	Include					
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0					
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	1 0 1 0 0					

Volume Module:												
Base Vol:	186	192	0	0	289	355	0	0	0	243	0	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	192	0	0	289	355	0	0	0	243	0	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	192	0	0	289	355	0	0	0	243	0	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	196	202	0	0	304	374	0	0	0	256	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	202	0	0	304	374	0	0	0	256	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	196	202	0	0	304	374	0	0	0	281	0	113

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.43	0.00	0.57
Final Sat.:	1425	2850	0	0	1425	1425	0	0	0	2035	0	815

Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.00	0.00	0.21	0.26	0.00	0.00	0.00	0.14	0.00	0.14
Crit Vol:	196					374				197		
Crit Moves:	****					****				****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Roxford St at I-210 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 35 Level Of Service: A

Street Name: Roxford St I-210 EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 1 0 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module:

Base Vol: 0 267 323 181 337 0 99 0 108 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 267 323 181 337 0 99 0 108 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 267 323 181 337 0 99 0 108 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 281 340 191 355 0 104 0 114 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 281 340 191 355 0 104 0 114 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 281 340 191 355 0 104 0 114 0 0 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 0 1500 1500 1500 3000 0 1500 0 1500 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.19 0.23 0.13 0.12 0.00 0.07 0.00 0.08 0.00 0.00 0.00

Crit Vol: 340 191 114 0

Crit Moves: **** *

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Kennedy Dr at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Kennedy Dr						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Base Vol:	0	0	0	55	0	246	70	90	0	0	182	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	246	70	90	0	0	182	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	246	70	90	0	0	182	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	58	0	259	74	95	0	0	192	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	259	74	95	0	0	192	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	0	259	74	95	0	0	192	39

Saturation Flow Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.18	0.01	0.81	1.00	2.00	0.00	0.00	1.66	0.34
Final Sat.:	0	0	0	274	0	1226	1500	3000	0	0	2493	507

Capacity Analysis Module:	Kennedy Dr NB			Kennedy Dr SB			Olive View Dr EB			Olive View Dr WB		
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.05	0.03	0.00	0.00	0.08	0.08
Crit Vol:	0					317	74				115	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Bledsoe St at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.352
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Bledsoe St						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1	0	0	1	0

Volume Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Base Vol:	97	35	18	93	118	83	4	59	87	24	83	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	35	18	93	118	83	4	59	87	24	83	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	35	18	93	118	83	4	59	87	24	83	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	37	19	98	124	87	4	62	92	25	87	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	37	19	98	124	87	4	62	92	25	87	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	37	19	98	124	87	4	62	92	25	87	5

Saturation Flow Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.23	0.12	0.32	0.40	0.28	0.05	0.95	1.00	0.43	1.48	0.09
Final Sat.:	970	350	180	474	602	423	80	1420	1500	643	2223	134

Capacity Analysis Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Vol/Sat:	0.11	0.11	0.11	0.21	0.21	0.21	0.05	0.04	0.06	0.04	0.04	0.04
Crit Vol:	102			309			92			25		
Crit Moves:	****			****			****			****		

2009 CUMULATIVE PROJECT CONDITIONS

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Roxford St at I-210 WB Ramps	A xxxxx	0.570	A xxxxx	0.584	+ 0.013 V/C
# 2 Roxford St at I-210 EB Ramps	B xxxxx	0.602	B xxxxx	0.619	+ 0.017 V/C
# 3 Kennedy Dr at Olive View Dr	A xxxxx	0.456	A xxxxx	0.497	+ 0.041 V/C
# 4 Bledsoe St at Olive View Dr	A xxxxx	0.338	A xxxxx	0.365	+ 0.027 V/C
# 5 Bledsoe St at Foothill Blvd	A xxxxx	0.325	A xxxxx	0.329	+ 0.004 V/C

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roxford St at I-210 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 48 Level Of Service: A

Street Name:		Roxford St				I-210 WB Ramps				
Approach:		North Bound		South Bound		East Bound		West Bound		
Movement:		L	T	R	L	T	R	L	T	R
Control:		Permitted		Permitted		Split Phase		Split Phase		
Rights:		Include		Include		Include		Include		
Min. Green:		0	0	0	0	0	0	0	0	0
Lanes:		1	0	2	0	0	0	0	0	0

Volume Module:												
Base Vol:	203	547	0	0	218	210	0	0	0	485	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	547	0	0	218	210	0	0	0	485	0	177
Added Vol:	0	27	0	0	12	7	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	574	0	0	230	217	0	0	0	485	0	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	214	604	0	0	242	228	0	0	0	511	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	604	0	0	242	228	0	0	0	511	0	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	214	604	0	0	242	228	0	0	0	562	0	204

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.03	0.97	0.00	0.00	0.00	1.47	xxxx	0.53
Final Sat.:	1425	2850	0	0	1466	1384	0	0	0	2090	0	760

Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.27	0.00	0.27
Crit Vol:	214				235				0	383		
Crit Moves:	****				****					****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Roxford St at I-210 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 53 Level Of Service: B

Street Name: Roxford St I-210 EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 1 0 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module:

Base Vol: 0 314 323 128 572 0 407 0 213 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 314 323 128 572 0 407 0 213 0 0 0

Added Vol: 0 10 0 7 4 0 17 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 324 323 135 576 0 424 0 213 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 341 340 142 606 0 446 0 224 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 341 340 142 606 0 446 0 224 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 341 340 142 606 0 446 0 224 0 0 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 0 1502 1498 1500 3000 0 1500 0 1500 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.23 0.23 0.09 0.20 0.00 0.30 0.00 0.15 0.00 0.00 0.00

Crit Vol: 341 142 446 0

Crit Moves: **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Kennedy Dr at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Kennedy Dr						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:	Kennedy Dr			Kennedy Dr			Olive View Dr			Olive View Dr		
Base Vol:	0	0	0	31	0	156	345	215	0	0	170	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	156	345	215	0	0	170	67
Added Vol:	0	0	0	7	0	12	28	15	0	0	7	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	0	168	373	230	0	0	177	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	40	0	177	393	242	0	0	186	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	177	393	242	0	0	186	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	40	0	177	393	242	0	0	186	86

Saturation Flow Module:	Kennedy Dr			Kennedy Dr			Olive View Dr			Olive View Dr		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.18	0.00	0.82	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	277	0	1223	1500	3000	0	0	2050	950

Capacity Analysis Module:	Kennedy Dr			Kennedy Dr			Olive View Dr			Olive View Dr		
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.26	0.08	0.00	0.00	0.09	0.09
Crit Vol:	0			217		393				136		
Crit Moves:				****		****				****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Bledsoe St at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Bledsoe St						Olive View Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1	0	0	1	0

Volume Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Base Vol:	111	110	29	23	54	33	105	79	63	27	106	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	110	29	23	54	33	105	79	63	27	106	75
Added Vol:	15	8	0	0	4	7	15	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	118	29	23	58	40	120	79	70	27	106	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	124	31	24	61	42	126	83	74	28	112	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	124	31	24	61	42	126	83	74	28	112	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	124	31	24	61	42	126	83	74	28	112	79

Saturation Flow Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.43	0.11	0.19	0.48	0.33	0.89	0.59	0.52	0.26	1.02	0.72
Final Sat.:	692	648	159	285	719	496	1338	881	781	389	1529	1082

Capacity Analysis Module:	Bledsoe St NB			Bledsoe St SB			Olive View Dr EB			Olive View Dr WB		
Vol/Sat:	0.19	0.19	0.19	0.08	0.08	0.08	0.09	0.09	0.09	0.07	0.07	0.07
Crit Vol:	287			24			126			109		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Bledsoe St at Foothill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
 Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Street Name:	Bledsoe St						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Bledsoe St			Bledsoe St			Foothill Blvd			Foothill Blvd		
Base Vol:	16	76	134	105	75	17	34	250	23	88	189	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	76	134	105	75	17	34	250	23	88	189	158
Added Vol:	0	10	0	6	4	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	86	134	111	79	17	34	250	23	88	189	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	91	141	117	83	18	36	263	24	93	199	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	91	141	117	83	18	36	263	24	93	199	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	91	141	117	83	18	36	263	24	93	199	180

Saturation Flow Module:	Bledsoe St			Bledsoe St			Foothill Blvd			Foothill Blvd		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.83	0.17	1.00	1.05	0.95
Final Sat.:	1500	1500	1500	1500	1234	266	1500	2747	253	1500	1575	1425

Capacity Analysis Module:	Bledsoe St			Bledsoe St			Foothill Blvd			Foothill Blvd		
Vol/Sat:	0.01	0.06	0.09	0.08	0.07	0.07	0.02	0.10	0.10	0.06	0.13	0.13
Crit Vol:			141			117			144			93
Crit Moves:	****	****		****	****		****	****		****	****	

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Roxford St at I-210 WB Ramps	A xxxxx	0.538	A xxxxx	0.555	+ 0.017 V/C
# 2 Roxford St at I-210 EB Ramps	A xxxxx	0.429	A xxxxx	0.443	+ 0.013 V/C
# 3 Kennedy Dr at Olive View Dr	A xxxxx	0.337	A xxxxx	0.390	+ 0.053 V/C
# 4 Bledsoe St at Olive View Dr	A xxxxx	0.352	A xxxxx	0.387	+ 0.035 V/C
# 5 Bledsoe St at Foothill Blvd	A xxxxx	0.396	A xxxxx	0.406	+ 0.010 V/C

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roxford St at I-210 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 45 Level Of Service: A

Street Name: Roxford St I-210 WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0

Volume Module:

Base Vol: 186 192 0 0 289 355 0 0 0 243 0 107

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 186 192 0 0 289 355 0 0 0 243 0 107

Added Vol: 0 16 0 0 28 18 0 0 0 0 0 10

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 186 208 0 0 317 373 0 0 0 243 0 117

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 196 219 0 0 334 393 0 0 0 256 0 123

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 196 219 0 0 334 393 0 0 0 256 0 123

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00

Final Vol.: 196 219 0 0 334 393 0 0 0 281 0 123

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.39 0.00 0.61

Final Sat.: 1425 2850 0 0 1425 1425 0 0 0 1982 0 868

Capacity Analysis Module:

Vol/Sat: 0.14 0.08 0.00 0.00 0.23 0.28 0.00 0.00 0.00 0.14 0.00 0.14

Crit Vol: 196 393 0 202

Crit Moves: **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Roxford St at I-210 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 36 Level Of Service: A

Street Name: Roxford St I-210 EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 1 0 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module:

Base Vol: 0 267 323 181 337 0 99 0 108 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 267 323 181 337 0 99 0 108 0 0 0

Added Vol: 0 6 0 18 11 0 10 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 273 323 199 348 0 109 0 108 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 287 340 209 366 0 115 0 114 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 287 340 209 366 0 115 0 114 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 287 340 209 366 0 115 0 114 0 0 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 0 1500 1500 1500 3000 0 1500 0 1500 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.19 0.23 0.14 0.12 0.00 0.08 0.00 0.08 0.00 0.00 0.00

Crit Vol: 340 209 115 0

Crit Moves: **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Kennedy Dr at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 33 Level Of Service: A

Street Name: Kennedy Dr Olive View Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 2 0 0 0 0 1 1 0

Volume Module:

Base Vol: 0 0 0 55 0 246 70 90 0 0 182 37

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 55 0 246 70 90 0 0 182 37

Added Vol: 0 0 0 16 0 30 17 9 0 0 16 9

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 71 0 276 87 99 0 0 198 46

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 0 0 75 0 291 92 104 0 0 208 48

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 75 0 291 92 104 0 0 208 48

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 75 0 291 92 104 0 0 208 48

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 0.20 0.00 0.80 1.00 2.00 0.00 0.00 1.62 0.38

Final Sat.: 0 0 0 307 0 1193 1500 3000 0 0 2434 566

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.24 0.00 0.24 0.06 0.03 0.00 0.00 0.09 0.09

Crit Vol: 0 365 92 128

Crit Moves: **** *

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Bledsoe St at Olive View Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.387

Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 33 Level Of Service: A

Street Name: Bledsoe St

Olive View Dr

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Permitted

Permitted

Permitted

Permitted

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 0 0 1 0 0

0 0 1 0 0

0 1 0 1 0

0 1 0 1 0

Volume Module:

Base Vol: 97 35 18 93 118 83 4 59 87 24 83 5

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 97 35 18 93 118 83 4 59 87 24 83 5

Added Vol: 9 5 0 0 9 16 9 0 16 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 106 40 18 93 127 99 13 59 103 24 83 5

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 112 42 19 98 134 104 14 62 108 25 87 5

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 112 42 19 98 134 104 14 62 108 25 87 5

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 112 42 19 98 134 104 14 62 108 25 87 5

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.65 0.24 0.11 0.29 0.40 0.31 0.15 0.85 1.00 0.43 1.48 0.09

Final Sat.: 970 366 165 437 597 466 223 1277 1500 643 2223 134

Capacity Analysis Module:

Vol/Sat: 0.12 0.12 0.12 0.22 0.22 0.22 0.06 0.05 0.07 0.04 0.04 0.04

Crit Vol: 112 336 108 25

Crit Moves: **** **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Bledsoe St at Foothill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Bledsoe St						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Bledsoe St NB			Bledsoe St SB			Foothill Blvd EB			Foothill Blvd WB		
Base Vol:	27	50	119	163	48	15	21	291	14	130	286	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	50	119	163	48	15	21	291	14	130	286	112
Added Vol:	0	6	0	14	11	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	56	119	177	59	15	21	291	14	130	286	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	59	125	186	62	16	22	306	15	137	301	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	59	125	186	62	16	22	306	15	137	301	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	59	125	186	62	16	22	306	15	137	301	126

Saturation Flow Module:	Bledsoe St NB			Bledsoe St SB			Foothill Blvd EB			Foothill Blvd WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.91	0.09	1.00	1.41	0.59
Final Sat.:	1500	1500	1500	1500	1196	304	1500	2862	138	1500	2113	887

Capacity Analysis Module:	Bledsoe St NB			Bledsoe St SB			Foothill Blvd EB			Foothill Blvd WB		
Vol/Sat:	0.02	0.04	0.08	0.12	0.05	0.05	0.01	0.11	0.11	0.09	0.14	0.14
Crit Vol:			125			186			161			137
Crit Moves:	****	****		****	****		****	****		****	****	

APPENDIX C

**RELATED PROJECT
LOCATIONS**



Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Olive View Medical Center Expansion

City of Sylmar

⊗ Related Projects

Appendix C
Related Project Locations